

# **MEMO**

**Date:** June 22, 2022

**To:** Robb MacDonald, Engineering Department  
T.J. Frans, Engineering Department  
Steve Pendleton, Engineering Department  
Alan Perry, Fire Marshal  
Chris Bryant, Building Department  
Dave Wright, Police Department  
Dave Marston, Mapping Department  
Angie Hopf, Mapping Department  
Baily Barnes, Mapping Department  
Vallivue School District  
Pioneer Irrigation District  
Compass Idaho  
Caldwell Transportation  
Brown Bus Company  
Idaho Transportation Department  
Valley Regional Transit  
Canyon County Plat Room  
Idaho Power  
Intermountain Gas  
Bureau of Reclamation, Snake River Area Office  
USPS Caldwell

**From:** Alex Jones, Associate Planner  
Caldwell P & Z Department

**RE:** Case Number ANN22-000009/PUD22-000005/SUP22-000011 Alante Homes at Spring Run

Please review the attached application and information and provide us with your written input. We request that you e-mail any comments as soon as possible but no later than **Friday, July 15, 2022.**

E-mail: **P&Z@cityofcaldwell.org**

**Case Number ANN22-000009/PUD22-000005/SUP22-000011:** A request for an annexation of parcels R3247901200 (approximately 24.18 acres) and R3247900000 (approximately 15.98 acres) with a zoning designation of R3 (High Density Residential). Concurrently a request for a Planned Unit Development and Special Use Permit for Alante Homes, consisting of 153 patio homes and 133 duplexes and for a total of 419 residential units subject to a Development Agreement. The subject property is located approximately 400' south of Walmart at 5108 CLEVELAND BLVD.

This case is scheduled to be presented before the **Caldwell Hearing Examiner on Tuesday, July 26, 2022 at 7:00 pm.**

We will assume that you have no objections, concerns or comments if you do not reply to this request within the requested timeframe. If you have any questions, you may contact me at 208-455-4604.



# CITY OF Caldwell, Idaho

Planning &  
Zoning  
Hearing  
Review  
Application

## Type of Review Requested

- Annexation/Deannexation
- Appeal/Amendment
- Comprehensive Plan Map Change
- Design Review
- Ordinance Amendment
- Rezone
- Special Use Permit
- Subdivision- Preliminary Plat
- Subdivision- Final Plat
- Subdivision- Short Plat
- Time Extension
- Variance
- Other \_\_\_\_\_

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| <b>STAFF USE ONLY:</b>  |
| File Number(s): <u>Am 22-00009 / Sup 22-00011</u> <span style="float: right;"><u>Pu 22-00005</u></span> |
| <u>Alante Homes at Spring Run</u>   |
| Project Name: _____   |
| Date Filed: _____ Date Complete: _____  |
| Related Files: _____  |

## Subject Property Information

Address: 4107 LASTER LN CALDWELL, ID 83605 Parcel Number(s): R3247900000

Subdivision: \_\_\_ Block: \_\_\_ Lot: \_\_\_ Acreage: 40.14 Zoning: R-3

Prior Use of the Property: Agriculture - farm with residence and out buildings

Proposed Use of the Property: Multi-family build for rent residential development

## Applicant Information

Applicant Name: Bonnie Layton Phone: \_\_\_\_\_

Address: 690 S. Industrial Way, Suite 10 City: Meridian State: ID Zip: 83642

Email: bonnie.layton@nv5.com Cell: \_\_\_\_\_

Owner Name: INFINITY INVESTMENTS IDAHO LLC Phone: \_\_\_\_\_

Address: 3631 S PHEASANT TAIL WAY City: BOISE State: ID Zip: 83716

Address: BOISE, ID 83716 City: BOISE State: ID Zip: 83716

Email: \_\_\_\_\_ Cell: \_\_\_\_\_

Agent Name: (e.g., architect, engineer, developer, representative) NV5

Address: 690 S. Industrial Way, Suite 10 City: Meridian State: ID Zip: 83642

Email: bonnie.layton@nv5.com Cell: 208-724-2624

## Authorization

Print Applicant Name: Bonnie Layton

Applicant Signature: \_\_\_\_\_ Date: 05/24/2022

A-1



# CITY OF *Caldwell, Idaho*

Planning &  
Zoning  
Hearing  
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Application

## Type of Review Requested

- Annexation/Deannexation
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| <b>STAFF USE ONLY:</b>   |
| File Number(s): <u>Ann22-000009/Sup22-000011</u> <span style="float: right;"><u>PUD22-00005</u></span> |
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## Authorization

Print Applicant Name: Bonnie Layton

Applicant Signature: \_\_\_\_\_ Date: 05/24/2022

AI

June 21, 2022

Mr. Alex Jones  
Caldwell Planning & Zoning Dept.  
621 Cleveland Blvd  
Caldwell, ID 83605

*sent via email*

Dear Mr. Jones,

On behalf of PEG Companies, please accept our PUD application as a supplement to our applications for Annexation and Zoning with a Special Use Permit submitted on May 24, 2022. As discussed, *Alante Homes at Spring Run* is an **innovative, non-traditional multi-family development** that is oriented horizontally. Our plan remains to develop a Build for Rent (BFR) community to be constructed, owned, managed, and operated by PEG Companies. Our Planned Unit Development application is accompanied by our previously submitted Special Use Permit and Annexation applications requesting annexation of the 40.26 acre property with an R-3 High Density Residential designation at a density of 10.41 dwelling units per acre.

The site plan and unit configuration is not currently considered under Caldwell City Code in the definition for a Multi-Family development which requires a minimum of seven units per building instead of per parcel<sup>1</sup>. **Due to this very narrow definition of multi-family, we are supplementing our current application to include a request for a Planned Unit Development under section 10-03-07 of the Caldwell City Code.**

#### PUD ORDINANCE

Per the City of Caldwell's Planned Unit Development Ordinance, the **Intent** of a planned unit development "involves a parcel of land which is planned and developed as a unit under single ownership or control, containing one or more uses, buildings, and common open space or recreational facilities..."<sup>2</sup>

The PUD Ordinance goes on to further state that the **Purpose** of the PUD is to "encourage the unified and planned development of a site and that such developments may be permitted without customary division into individual lots, or without specific conformance with the zoning district regulations as applicable to individual lots or traditional subdivisions" and that the "planned unit development process is intended to provide flexibility, latitude and relief from the provisions of the zoning ordinance..."<sup>3</sup>

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<sup>1</sup> 10-03-11 Definitions: Dwelling, Multi-Family: A building containing seven (7) or more dwelling units, including units that are located one over the other.

<sup>2</sup> 10-03-07(1) Intent: A planned unit development involves a parcel of land which is planned and developed as a unit under single ownership or control, containing one or more uses, buildings, and common open space or recreational facilities. The planned unit development process is not intended to skirt development rules nor results in a detrimental impact on the surrounding community through its implementation. The administrative procedures for a planned unit development shall be the same as applied to special use permits.

<sup>3</sup> 10-03-07(2) Purpose: It shall be the purpose of this section to encourage the unified and planned development of a site held in individual or corporate ownership at the time of development by the use of a planned unit development process. Such developments may be permitted without customary division into individual lots, or without specific conformance with the zoning district regulations

AJ  
6-22-22

Additionally, to qualify for a Planned Unit Development application the proposed development must be consistent with two (2) or more instances as described in code section 10-03-07(2)A.<sup>4</sup> As described in our Planned Unit Development application forms (attached), the *Alante Homes at Spring Run* proposed project and site conditions qualifies this project for a PUD:

1. ***Offers a maximum choice of living environments by allowing a variety of housing and building types:***  
These units range in size from 840 to 2,000 square feet. The patio home style units provide a mix of one, two, and three -bedroom options; additionally, each of these units has its own private patio yard. The duet units are all two-story and each unit includes a 2-car garage. Unlike most traditional multi-family/high density projects, all residents are able to access their front door from the ground level, which is typically not found in our local market.
2. ***Provides a layout which preserves and property utilizes natural topography and geologic features, trees, scenic vistas or other vegetation:*** The Elijah Drain runs along the northeastern boundary of our site. This serves as a natural amenity to the project and is where we will be building a section of the regional pathway designated for this location. The vegetation and topography of the easement will remain in accordance with Pioneer Irrigation District and Bureau of Reclamation standards. The property also enjoys views of the Boise front and Bogus Basin Ski Hill can be seen lit up at night in the winter. In an effort to preserve that view, no two-story homes have been located along the Elijah Drain in this area.
3. ***Subject property is constrained or otherwise limited by some obstacle, feature, geometry, condition, or easement that interferes with applying standard development processes***  
The geometry of the parcel is extremely unique. This very irregular boundary has with no fewer than 30 line segments, is pointed at the north end, and even includes a significant arc along the southwestern portion of the site. Currently this property has limited access via Laster Lane at the western edge of the site. The Elijah Drain is a significant feature on the east side (approximately 2.11 acres of the site) that currently prohibits access to the parcel from the east. Additionally, the existing Ashton Hills subdivision to our west was not required to provide any stub streets nor any sort of emergency vehicle access to our parcel when it was platted.

In addition to these site and project specific conditions we meet the additional qualifications per 10-03-07(3)B and 10-03-07(3)C of the Planned Unit Development Ordinance whereby we are requesting an R-3 zoning designation and residential uses are permitted in the R-3 zone.

**Finally, the PUD Ordinance specifically states that much greater latitude is permitted than in conventional and traditional regulations for development.**<sup>5</sup>

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as applicable to individual lots or traditional subdivisions subject to the regulations as provided in this chapter; 2A. The planned unit development process is intended to provide flexibility, latitude and relief from the provisions of the zoning ordinance ...”

<sup>4</sup> A. The planned unit development process is intended to provide flexibility, latitude and relief from the provisions of the zoning ordinance only if the proposed development is consistent with two (2) or more of the following instances:

1. **The development offers a maximum choice of living environments by allowing a variety of housing and building types.**
3. **The development provides a layout which preserves and properly utilizes natural topography and geologic features, trees, scenic vistas or other vegetation.**
4. **Where a land parcel is constrained or otherwise limited by some obstacle, feature, geometry, condition, or easement that interferes with applying standard development processes.**

<sup>5</sup> 10-03-07(2)D. Latitude: Following the spirit and purpose of this section, much greater latitude is permitted than in conventional and traditional regulations for development.

## COMPREHENSIVE PLAN & DENSITY

As previously mentioned, *Alante Homes at Spring Run* is a 40.26 acre site. The City of Caldwell's 2040 Comprehensive Plan and Future Land Use Map shows this property as High Density Residential.<sup>6</sup> This designation is intended for R-3 zoning which allows for 25 dwelling units per acre and a maximum of 40 dwelling units per acre under the PUD process<sup>7</sup>. *Alante Homes at Spring Run* includes a total of 419 dwelling units or 10.41 dwelling unit per acre. Thus, our project density is significantly less than the maximum dwelling units allowed for the site under the PUD ordinance (1610 dwelling units).

## EXISTING CONDITIONS & SITE DESIGN

*Alante Homes at Spring Run* is an innovative multi-family plan and product design that is oriented horizontally (instead of vertically) and includes units that are both freestanding and paired. All the units for the project will be constructed on a total of 2 parcels and served by private service drives that are 26- and 30-foot wide looping throughout the site. As noted on our plans, two service drives will take access from Laster Lane to serve the northern portion of our site and two service drives will take access from Laster Lane to serve the southern portion of the project. We have met with city engineer Robb MacDonald and he has confirmed that the spacing between the service drives is adequate. These service drives provide for internal vehicular connectivity throughout the site and are designed to comply with all required fire code standards for emergency vehicle accessibility. The service drives are also in compliance city design standards for internal service drives<sup>8</sup> and more specifically their purpose<sup>9</sup> as outlined in the code. The service drives we are proposing meet the same standards as are required for any other multi-family residential community (that could be much denser) where units do not take direct access from a public street.

As noted in our original submittal, Laster Lane is planned to be a seventy (70) foot right-of-way collector that will connect through the center of our site. On the west end of the project, we transition from an existing sixty (60) foot right of way section to the 70-foot section. We have included additional details on this transition in our civil drawing set and have reviewed this in detail with city engineer Robb MacDonald on 6-20-22. As also mentioned in our original application, we will be constructing the crossing for the Elijah Drain to connect to improvements being made by the developer of Highgarden Estates to our east. We have been in contact and are in receipt of the drawings by the adjacent project engineer so we can coordinate our design to match their approved construction drawings. Additionally, in response to staff comments, we have provided an emergency vehicle access at the southern end of our site (noted on the plan). PEG Companies is working to accommodate future site access to the 4121 and 4114 Laster Lane parcels. Specifically, the *Alante Homes* proposal will 1) provide a curb cut accommodating a ninety-degree intersection with Laster Lane, preserving that frontage for a safer driveway access, and 2) preserve enough land along the southwest boundary, and adjacent to the existing access drive, to accommodate enough width for an adequate service drive. Additionally, PEG Companies will provide the neighbors with full access to planning submittal application materials and continue discussions with

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<sup>6</sup> See City of Caldwell Future Land Use Map dated March 30, 2022

<sup>7</sup> See City of Caldwell 2040 Comprehensive Plan, page 45: "The residential gross density shall not exceed 25 units per gross acre and shall not exceed 40 units per gross acre for a mixed use (planned unit development) site."

<sup>8</sup> Caldwell City Code 10-14-01: Internal Circulation Routes for Multi-Family Developments

<sup>9</sup> 10-14-01(2) Purpose: The purpose of these regulations related to internal circulation routes for multi-family developments is as follows: **A. To provide for traffic safety, to minimize the impacts on the public circulation system,** and to make appropriate connections to surrounding pathways and roadways. **B. To provide for adequate access for emergency services.** **C. To provide for internal vehicular and pedestrian circulation within the development** and provide for onsite-to-offsite/offsite-to-onsite movement for residents and/or users of the circulation routes.

the neighbor as they modify their site plan. It is PEG Companies' intent to work with the neighbor to find equitable solutions to the issues that their site is challenged with.

As discussed in previous meetings, the Highline Canal easement also runs through the center of our site. Currently a portion of the canal is piped from the east end of our project and daylighted roughly in the center of the property to become an open ditch. We have met with Pioneer Irrigation District staff on the design and have proposed to pipe the canal and shift the irrigation easement to the north side of Laster Lane. To do this, we will be connecting to existing irrigation district infrastructure on the east side of the Elijah Drain easement. Due to the existing conditions, we will need to utilize a 5' overlap the irrigation easement with the Laster Lane right-of-way easement for approximately 175 lineal feet (to be finalized during construction document phase); a similar overlap on the western end of our project may also be needed for these same reasons. In our meeting with Pioneer Irrigation District, we confirmed that welded HDPE pipe will be allowed, which will help us make the shift north as quick as possible however some overlap is unavoidable due to these conditions. We have also reviewed this detail with Robb MacDonald and believe engineering is in support of this exception. A more detailed view of these conditions is also included in our plan set and permit applications for these improvements will be submitted to Pioneer Irrigation District by the end of the week.

Along Laster Lane we will have a meandering sidewalk and, per the Planned Unit Development ordinance<sup>10</sup> we have incorporated berms into our landscape design in this area. These berms are noted on the landscape plans and are thoughtfully integrated with the detached meandering sidewalks adjacent to Laster Lane. This design will provide for an enhanced landscape aesthetic and additional pedestrian safety and comfort. The units have been placed to front onto Laster Lane to enrich the sense of place, neighborhood and arrival to the community. These units also increase the comfort and pedestrian scale along Laster Lane. (Note, no direct vehicular access to/from Laster Lane for each unit is permitted).

Finally, we are requesting either a 5-foot overlap of the required 15' landscape buffer with the 30-foot irrigation easement or a 5-foot reduction of the 15-foot landscape buffer to allow slightly more room in our site plan and use the site more efficiently. Following the literal requirements of the code would, in effect, create an extraordinarily wide section ( $15' + 30' + 70' + 15' = 130'$ ) and would seem out of place next to the adjacent existing development to the west. This request is permitted under Caldwell City Code 10-07-08(4) Buffer Width Reductions.<sup>11</sup> The remaining 10' feet of buffer width still provides adequate room to plant trees and, from our meetings with Pioneer Irrigation District, we understand that berms, grass, shrubs and meandering sidewalks are acceptable improvements in the adjacent 30-foot irrigation easement. To residents and citizens traveling along Laster Lane, the north side of the road will still appear to have a healthy forty (40) foot landscape buffer outside of the 70-foot right of way (which also includes twelve feet of room for landscape and sidewalk). This request is also supported by city code 10-07-04: Alternative Methods of Compliance where the code recognizes that "...the landscaping requirements cannot anticipate all landscape situations. It is also recognized that there may be landscape applications or solutions which are in keeping with the spirit and intent of the landscape regulations but were not anticipated in a specific regulation. Therefore, the planning and zoning department may allow for alternative compliance to encourage creative landscaping pursuits or to resolve other issues that cannot comply with this article....(2)A. Site conditions are such that full compliance is impossible or impractical due to ....other constraints."<sup>12</sup>

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<sup>10</sup> 10-03-07(4) A.4: Varying bermed street landscape buffers of a two to one (2:1) to three to one (3:1) ratio.

<sup>11</sup> 10-07-08: Street Landscape Buffers: (4) Buffer Width Reduction: **Buffer width reductions may be granted at the discretion of the City's landscape plan reviewer based upon existing conditions, lot size, right-of-way requirements, topography and geography of the site..."**

<sup>12</sup> See Caldwell City Code 10-07-04: Alternative Methods of Compliance

## BULK ZONING STANDARDS

All buildings at *Alante Homes at Spring Run* are placed a minimum of twelve (12) feet apart (ten feet from eave to eave) to ensure appropriate fire separation is maintained; for all duet units, construction will adhere to all appropriate building and fire code regulations for adequate fire protection at the common wall. In general, the site plan and dwelling units are designed to comply with all fire and building code life safety standards for the community's residents. The PEG team has had several conversations with the City of Caldwell's building and fire departments, and the feedback we have received regarding our concept is that the layout of our site plan and units satisfies those respective code requirements.

The parcel on the north side of Laster Lane (Laster Lane to be built as part of the project through the center of the site) will have 233 units along with the main community clubhouse and 36 garage spaces along with parking, and other open space amenities. On the south side of Laster Lane 186 units will be constructed on one lot. Each unit will have an attached 2-car garage, open space and site amenities are located throughout along with additional parking for visitors.

In general, our project complies with the Caldwell City code building standards and setbacks for the R-3 zone.<sup>13</sup> Our one- and two-story units do not exceed the maximum height allowed. The homes fronting onto the public street (Laster Lane) are set back from the right-of-way and are outside of the required landscape buffers. Rear yard setbacks at the north end of the north parcel and south end of our southern parcel also comply with the 15' rear setback requirement. As previously mentioned, the unit buildings are placed 12 feet apart, creating the same distance between units as required by any other R-3 development that may have individual side yards. The lot sizes for this project include the north parcel which is 24.28 acres in size and the south parcel which is 15.98 acres (before right-of-way dedication for Laster Lane). These lots front onto Laster Lane for approximately 1,081 lineal feet each.

## OPEN SPACES & AMENITIES

In accordance with the Planned Unit Development Ordinance<sup>14</sup> and City of Caldwell's Landscaping Ordinance<sup>15</sup> *Alante Homes at Spring Run* has been designed to provide for a robust and highly amenitized site plan. For both PUD residential developments and multi-family developments, ten percent (10%) percent open space is required. The *Alante Homes at Spring Run* site plan includes 10.52 acres or 26.1% of qualified open space. Additionally, approximately 4.15 acres (10.3%) of open space is found adjacent to Laster Lane and along the Elijah Drain. While these areas are considered non-qualifying, they will either be landscaped or left natural (as required) and are still decidedly an open space amenity. Unique to the project, we also include 1.5 acres (3.73%) of private patio open space.

The PUD Ordinance requires a variety of amenities which we have dispersed throughout the site. In addition to nearly 1.7 miles of micro pathways that connect to larger open spaces, the major/regional pathway along the Elijah Drain will be a nice walking path that is approximately .55 miles in length; this is in addition to the 1.73 miles of sidewalks adjacent to parking and drive aisle areas. As listed in the application forms we also are providing a clubhouse with pool and fitness areas as well as pickle ball courts, tot lots and a dog park. All common open spaces are intended to have the required access easements (as noted on the site plan). Bicycle parking will be provided at each unit either in the garage or residents can store their bikes in the private patio areas. Additional bike racks will be placed throughout the site for visitors. Overall, the scale of the buildings and

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<sup>13</sup> See 10-02-01:General Regulations; Table 2 Height, Setback and Area Schedule

<sup>14</sup> See 10-03-07:Planned Unit Developments (4)A.3.

<sup>15</sup> See 10-07-05:Common Open Space Standards(2)A.



pedestrian connectivity throughout the site provides a safe and enjoyable environment for residents and visitor to *Alante Homes at Spring Run*.

#### PARKING AND BUS STOP

As noted on the plans, *Alante Homes at Spring Run* provides ample parking for guests and residents. Per the PUD Code 1.5 parking spaces per unit is required. Additionally, 1 parking space per 8 dwelling unit is also required. The site includes 844 parking spaces, well above the 681 parking spaces required by code. Additionally, bust stop locations are planned along Laster Lane both on the north and south side of the road. With the Valley Regional Transit depot less than a mile to the east, this area is ideally located for future bus route development.

#### PRODUCT TYPE & MARKET DEMAND

The Build for Rent program is a new development concept and is quickly becoming the most sought-after multi-family residential rental community option for individuals and families looking for a place to call home. It combines the freedom, space and feel that comes with single-family living with all the convenient amenities and low maintenance living of a traditional multi-family community. All building, site amenities and landscape maintenance are taken care of just as they would be for any other multi-family project owned, maintained, and operated by PEG Companies.

As stated in our project narrative submitted on May 24, 2022, *Alante Homes at Spring Run* (north) is an innovative 1- and 2-story rental product combining the freedom and space that comes with single-family living with all the convenient amenities and low maintenance living of a traditional multifamily community. Typical residents at *Alante Homes at Spring Run* value the peace and quiet of having their own four walls with no one above or below them and their own private patio yard area to entertain friends and family. Some of the features that will appeal to residents include: a safe neighborhood and private patio yard for kids to enjoy, the ability to get to know their neighbors and feel part of a community, along with low-maintenance living. This is a product type that is also appealing to empty nesters and older residents looking to downsize and prioritize comfort over size and who don't want to worry about maintaining a large yard nor taking out a new mortgage. *Alante Homes at Spring Run* (south) is comprised of thoughtfully placed 2-story duet homes each with their own porch and two-car garage. These paired residences also combine the freedom and space that comes with single-family living with all the convenient amenities and low maintenance living of a traditional multi-family community.

Along with the variety of great attributes of this community we are focused on the renter demographics and housing needs of the area. The national housing shortage has become a crisis, one that Idaho has not avoided on neither a regional nor local level. While demand for housing has remained extraordinarily high, supply has lagged significantly. With home prices rising rapidly, many would-be buyers have been priced out of the market in Caldwell and surrounding areas. Rising mortgage rates recently introduced by the federal government in an attempt to ward off steep inflationary pressure has made home ownership even more out of reach for prospective homebuyers.<sup>16</sup> Additionally, skyrocketing home values year over year have driven up property taxes for thousands of homeowners throughout Idaho. For these reasons, along with lifestyle and/or stage of life

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<sup>16</sup> "Now, owning a home costs \$839 more per month than renting. This differential is almost \$200 higher than at any time since the turn of the century" John Burns Consulting

considerations, build for rent communities like *Alante Homes at Spring Run* are becoming an ever-increasingly attractive option for people from all walks of life and ages.

In addition to supporting a variety of the goals of the City, the *Alante Homes at Spring Run* site plan includes considerations for maximizing the unique features of the property and is designed to be an exceptional enclaved development with a diversity of housing options, community amenities, public spaces, along with ease of access to nearby commercial areas and rapidly expanding employment centers. We believe *Alante Homes at Spring Run* is thoughtfully designed to provide quality housing options for the City of Caldwell, fosters a sense of community for its residents, and fits well with the surrounding residential development in scale and character.

On behalf of the entire *Alante Homes at Spring Run* team we appreciate your time and effort in reviewing our application and I am happy to answer any questions you might have. I can best be reached at 208-724-2624. Thank you for your time and I look forward to hearing from you.

Kind regards,

*Bonnie Layton*

Bonnie Layton

# Alante Homes at Spring Run Annexation & Zoning with Special Use Permit Detailed Letter

## INTRODUCTION

PEG Companies is pleased to present *Alante Homes at Spring Run*, a Build for Rent (“BFR”) community of patio homes and duets located at 4107 Laster Lane. The 40.26 acre project site is located east of Lake Avenue and west of the Elijah Drain. Currently Laster Street terminates both on the east and west boundaries of the site, however, with the development of this project Laster Street will be extended across the Elijah Drain through the center of our project site and connect to the existing Laster Lane on the west side of our project boundary.

Applications for this project include an Annexation & Zoning Application along with a Special Use Permit request to annex and zone the property as R-3 High Density Residential for the development of a unique multi-family project with a density of 10.41 dwelling units per acre.

The site is currently zoned AG – Agriculture in Canyon County and is an enclave property. As the City has grown in this area, development of adjacent parcels has included a mix of residential and commercial uses.

Review of the City of Caldwell’s *2040 Comprehensive Plan* and Future Land Use Map shows the property has a future land use designation of High Density Residential allowing for a gross density of 25 dwelling units per acre. Along with the Comprehensive Plan, *Alante Homes at Spring Run* seeks to address additional goals as outlined in other various city planning documents as they relate to community development, parks, pathways, traffic, and Caldwell City Code to create an aesthetically pleasing development within the city.

Our request to zone the property R-3 is consistent with the City’s adopted 2040 Comprehensive Plan and Future Land Use Map and will be served by the City of Caldwell water and wastewater utilities. A Rezone of the property to R-3 allows for multi-family development with the application of a Special Use Permit per the City of Caldwell’s Land Use Schedule (10-02-02, Table 1).

In addition to supporting a variety of the goals of the City, the *Alante Homes at Spring Run* site plan includes considerations for maximizing the unique features of the property and is designed to be an exceptional infill development with a diversity of housing options, community amenities, public spaces, along with ease of access to nearby commercial areas and rapidly expanding employment centers. *Alante Homes at Spring Run* is thoughtfully designed to provide quality housing options, foster a sense of community for its residents, and fits well with the surrounding residential development in scale and character.

*Alante Homes at Spring Run (north)* is an innovative 1- and 2-story rental product combining the freedom and space that comes with single-family living with all the convenient amenities and low maintenance living of a traditional multifamily community. Typical residents at *Alante Homes at Spring Run* value the peace and quiet of having their own four walls with no one above or below them and their own small backyard to entertain friends and family. Some of the features that will appeal to residents include: a safe neighborhood and backyard for kids to enjoy, the ability to get to know their neighbors and feel part of a community, along with low-maintenance living. This is a product type that is also appealing to empty nesters looking to downsize and prioritize comfort over size and who don’t want to worry about maintaining a large yard nor taking out a new mortgage.

*Alante Homes at Spring Run (south)* is comprised of thoughtfully placed 2-story duet homes each with their own porch and two-car garage. These paired residences also combine the freedom and space that comes with single-family living with all the convenient amenities and low maintenance living of a traditional multifamily community.

A neighborhood meeting was held at 6:00pm on May 18, 2022 at Caldwell Public Library's Idaho Room, 1010 Dearborn Street, Caldwell, ID 83605. Six neighbors attended and feedback about the project was very positive. Neighbors were pleased with the size and scale of the residences being proposed instead of a more traditional high density residential apartment project. Neighbors were also happy to learn that our project will connect Laster Lane through the site and will provide for better traffic circulation in the area and access to Cleveland Boulevard to the east.

## PROJECT LOCATION

*Alante Homes at Spring Run* is located west of Cleveland Boulevard and east of Lake Avenue with portions of Laster Lane completed east and west of the property. Laster Lane will be extended through and bisect the property. The Elijah Drain borders the property on the northeast boundary of the site. Walmart is to the north. The west side of the *Alante Homes at Spring Run* property is bordered by single-family, detached residential lots, and two remaining out parcels to the southwest, which parcels are also designated under the future land use map as high density residential. Should future development of the outparcels require additional width for adequate service drive access from Laster Lane, we are willing to work out a fair and equitable solution with that project developer.

A variety of major employers are located within a 5-mile radius of the property along with the newly developing commercial and industrial areas/business parks north of the City's airport. There are a number of commercial and retail businesses already existing in the area, more specifically along Cleveland Boulevard, that would provide the bulk of goods and services for the residents at *Alante Homes at Spring Run*.

*Alante Homes at Spring Run* is in the Vallivue School District. We understand that school district capacity concerns are becoming an issue in the area. PEG Companies has met with school district officials and we anticipate to have ongoing discussions with the district as we seek to understand the full scope of their concerns and what kind of impact our project may have.

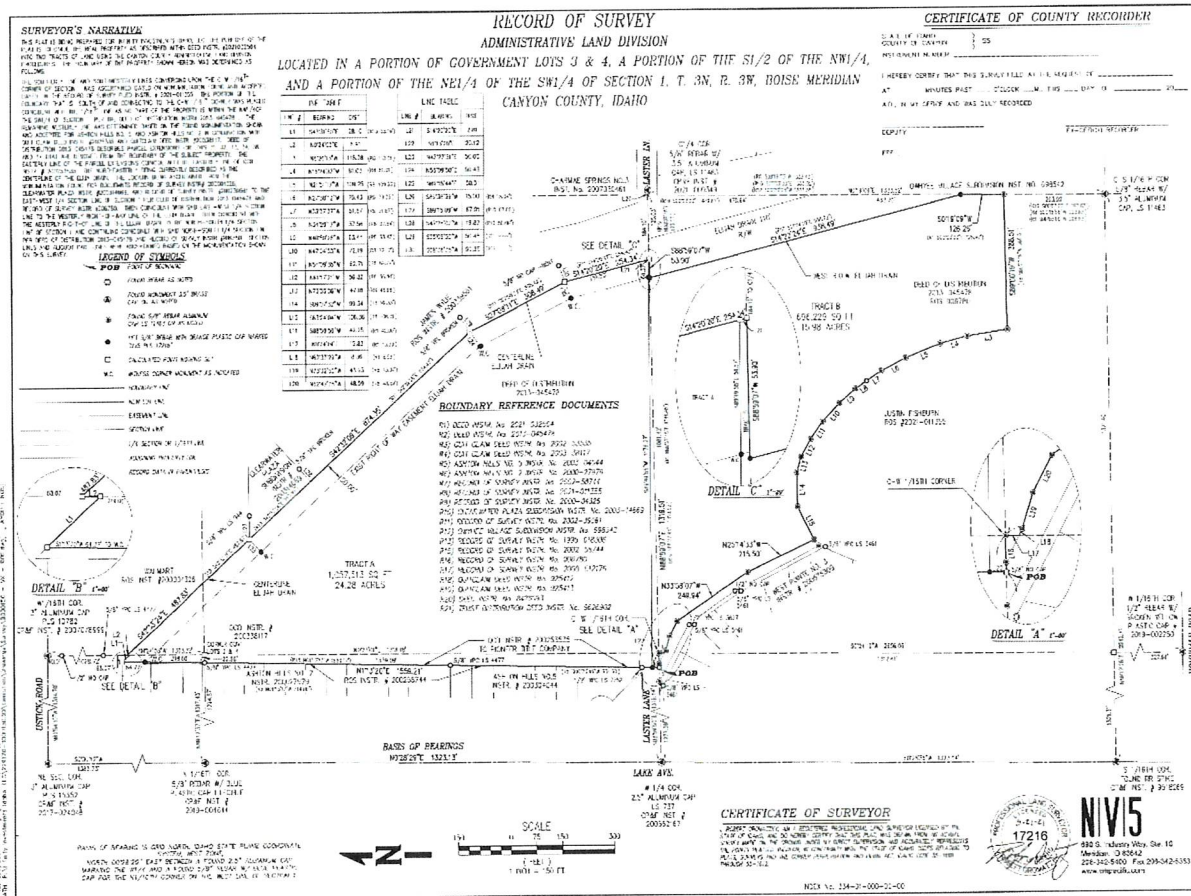
Additionally, the College of Idaho, College of Western Idaho, and Northwest Nazarene University are all within a radius of 10-miles or less of the property. It is anticipated that *Alante Homes at Spring Run* will provide much needed rental housing for many of these students as they accomplish their higher education goals.

## SITE HISTORY

The *Alante Homes at Spring Run* site is 40.26 acres addressed at 4107 Laster Lane, Caldwell, ID. The property has one residential building along with two smaller outbuildings and was operated as a family farm where small animals and crops were raised.

In September 2021 an Administrative Land Division was approved by Canyon County for this parcel to divide the property into two parcels along the approximate centerline of the future Laster Lane extension. The administrative approval, new Record of Survey and related Warranty Deeds have all been recorded with the Canyon County Recorder's Office. We anticipate having updated parcel numbers in the next several days and will provide an update

to staff when available. A copy of that approval is also included with our application for your reference.



The project applications apply to the project Site, which the Applicant has now contract to purchase from Infinity Investments Idaho, LLC as shown in the exhibit below.

The applicant had pre-application meetings with the city on December 15, 2021 and March 24, 2022, along with several follow up phone calls and Microsoft Teams meetings on May 3, 2022 (meeting with Fire Chief Allen Perry); May 4, 2022 (meeting with Chief Allen Perry and Building Inspector Chris Bryant); May 6, 2022 (meeting with City Engineer Robb MacDonald).

Although not specifically listed as a requirement for an annexation application and special use permit, we have engaged CR Engineering to complete a Traffic Impact Study ("TIS") for the project. A draft of the study dated May 18, 2022 has been completed and submitted to the city for review. The report will be finalized to reflect the most recent updates to the site plan and any comments that the city may have.

A2

# MASTER SITE PLAN



## SITE PLAN AND PROPOSED USES

The *Alante Homes at Spring Run* site plan proposes 419 units, for a density of 10.41 units per acre. The proposed site plan on the north side of Laster Lane includes 80 one-bedroom, 132 two-bedroom, and 21 three-bedroom homes. The 233 units will be a mixture of attached (80) and detached (153) homes, each with a private yard with patio and sustainable, water conscious low maintenance landscaping. On the south side of Laster Lane, 186 paired homes are designed to include both 2- and 3-bedroom 2-story units each with their own 2-car garage. The (36) 2- bedroom units will each have two master suites while the 150 3- bedroom units have a more traditional floor plan.

The site plan also proposes a variety of private parks and park amenities along with a community clubhouse and pool. A section of the city’s designated regional pathway will be constructed along the Elijah Drain at the eastern side of our property. Pathways within the project will connect and loop throughout the community and will also connect to the regional pathway system, providing residents with pedestrian safe means of exercise and travel.

The development of Laster Lane through the middle of our site will provide much needed transportation connectivity in the area. Our plan accommodates the 70’ public right-of-way as identified in the City’s master street plans and as requested by staff. Two service drives will connect our project on the north side of Laster Lane and two service drives are also planned to access our project on the south side of Laster Lane. These service drives range in width from

26' to 30' to provide adequate access for fire department and emergency vehicle access as well as accommodate city water and wastewater services.

The north portion of our site plan includes 391 uncovered regular parking stalls shaded by trees as depicted on the master site plan, ADA compliant stalls are provided in accordance with city code, along with 36 enclosed garage parking spaces for a total of 427 spaces and a parking ratio of 1.83 spaces per unit.

The southern portion of our site plan includes two garage parking spaces per unit and an additional 45 guest parking spaces for a total of 417 spaces and an average of 2.24 spaces per unit.

Caldwell City Code Section 10-02-05 Table 4 requires a minimum of 1.5 parking spaces per unit and a maximum of 2 parking spaces per unit for multi-family projects. *Alante Homes at Spring Run* provides a combined 844 parking spaces; thus our plan exceeds the minimum spaces required by 34.2%. Additionally, City code requires 1 bicycle parking space for every 2 units and we have dispersed those throughout the site for residents who do not have enclosed garages to store their bicycles. *Alante Homes at Spring Run* will also feature electric vehicle chargers for residents.

The residences at *Alante Homes at Spring Run* range in size from 841 square feet to 2,000 square feet and will include porches along with private outdoor patio spaces. These homes have been designed with a contemporary farmhouse architectural style with similar building materials and scale as other residences in the area.

The proposed community clubhouse is approximately 3,467 square feet and will house the leasing office, management office, a gathering space with warming kitchen, central secure parcel locker location and restrooms; their will be no outdoor speaker system. Decentralized mailbox nodes, designated school bus pick up locations are also included in the plan and will be finalized with each corresponding agency.

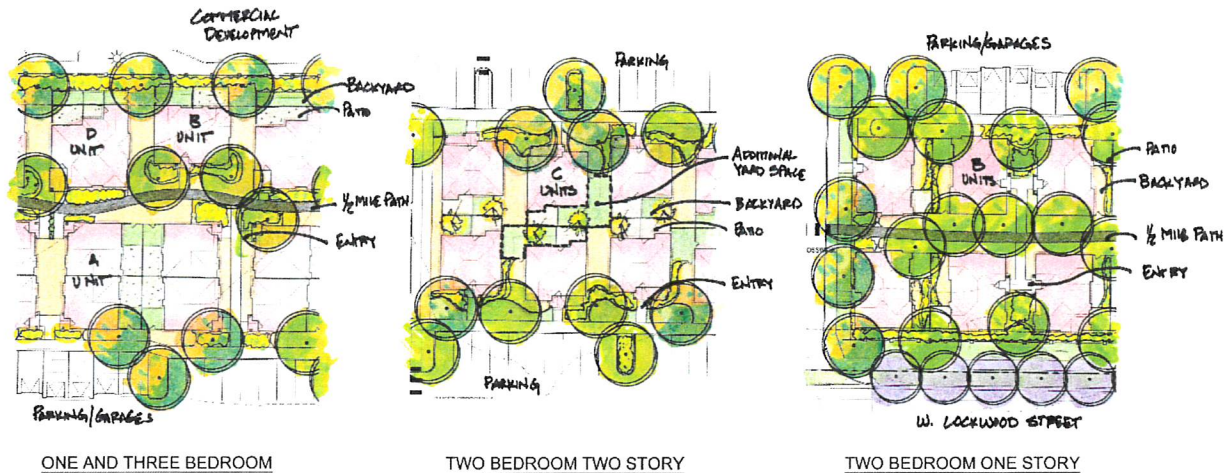
*Alante Homes at Spring Run* also expects to employ at least one full-time management/leasing professional and one full-time maintenance professional.

## OPEN SPACE AND AMENITIES

While City of Caldwell code requires 10% (4.026 acres) of open space, *Alante Homes at Spring Run* includes approximately 41.7% (16.78 acres) of qualified open space, well exceeding the city's code requirement of 10% open space for multi-family projects. Additionally, we have approximately 3.80 acres (9.4%) of non-qualifying open space largely made up of irrigation easements for the Elijah Drain and the Highline Canal along with planned onsite water retention areas.

Internal pathways and sidewalks are linked throughout the Site with connections to the regional pathway to be constructed along the Elijah Drain easement. Pedestrian access throughout the site is prioritized with multiple routes leading to site amenities both north/south and east/west through the site and use of raised crosswalks that also act as speed controls for vehicles. The community also includes a clubhouse with pool, property management office, a maintenance storage area, a central mailbox location, parcel lockers and a conveniently located directory and map. Bicycle parking, pathways, shade structures, two dog parks and fitness nodes are also provided throughout the site.

Significant landscape buffers will provide attractive screening, with 10'-15' buffers on the western property boundary, 15' on the north and south side of Laster Lane, as well as 10' along our eastern and southern boundaries.



Additionally, the conceptual site plan has considered the City's plans and goals for pedestrian connectivity in the area. Review of the City of Caldwell's 2040 Bicycle and Pedestrian Master Plan adopted in 2017, underscores the City's identification of the irrigation easement for the Elijah Drain as a desired place for a public pathway system. Our proposed site plan accommodates the development of the regional pathway within the existing irrigation easement and will maintain ample access for Pioneer Irrigation District's maintenance of the Elijah Drain. We are coordinating with Pioneer Irrigation District staff to memorialize this agreement in writing. Additionally, we understand that the City of Caldwell is currently working with the Pioneer Irrigation District and the Bureau of Reclamation to secure permanent control of all easements along the Elijah Drain in this area of town to further the city's goal for a regional pathway.

## ABOUT ALANTE HOMES

*Alante Homes at Spring Run* is an innovative rental product combining the freedom and space that comes with single-family living with all the convenient amenities of a traditional multifamily community. Some of the features that appeal to residents include: a safe neighborhood, the ability to get to know their neighbors and feel part of a community, and low-maintenance living. Others may be empty nesters looking to downsize and prioritize comfort over size and who don't want to worry about maintaining a large yard nor taking out a new mortgage.

The property will be managed by PEG Property Group (PPG) a fully owned subsidiary of PEG Companies. PPG manages over 3,000 units across the intermountain west. PEG takes pride in managing its own properties and strives to keep them to a standard of excellence.

Founded in 2003, PEG Companies is a full-service commercial real estate investment firm known for its unique approach to creating value. A vertically integrated organization with five highly synergistic companies that each manage a different aspect of PEG's investments, the group is known for its hands-on involvement through the entire investment process. From sourcing deals to the development and construction of projects, all the way through to



operating the assets and ultimate disposal, PEG's diverse and experienced team executes each investment strategy with precision, creating the premiere real estate experience. With \$1.4 billion AUM diversified across the multifamily, student housing, mixed-use, retail, industrial, and hospitality asset classes throughout 20-plus states/provinces, the firm sponsors multiple investment products on behalf of its investors. For more information on PEG, visit [pegcompanies.com](http://pegcompanies.com).

## TRANSPORTATION

*Alante Homes at Spring Run* will substantially improve east/west connectivity in the area with the construction of Laster Lane from our western boundary across the Elijah Drain. This 70' right-of-way (approximately 1.82 acres) will enhance both vehicular and pedestrian traffic in the area. Additionally, the Treasure Valley Regional Transit (VRT) depot is approximately a one-half mile to the east of this site. While future residents of *Alante Homes at Spring Run* can walk to this facility, there also exists an opportunity to coordinate with VRT on the possibility of a future bus route/stop along Laster Lane.

## EXISTING ZONING

AG – Agriculture (Canyon County).

## PROPOSED ZONING

R-3 High Density Residential.

## TOTAL ACREAGE TO BE REZONED

40.26 acres.

## PHASING PLAN

*Alante Homes at Spring Run* will be built in six phases. Phase 1 will include the connection of Laster Lane, the Elijah Drain Crossing, and the relocation of the Highline Canal and corresponding pump station. Drawings are currently underway in preparation for securing the necessary permits from the Pioneer Irrigation District and Bureau of Reclamation. Phase 2 will include project entrances on the north side of Laster Lane, the community clubhouse and 106 patio homes. Phase 3 will include 62 additional homes and site amenities while Phase 4 will involve the development 65 remaining homes along the Elijah Drain and continuation of the regional pathway to our most northern point. Phase 5 includes the construction of the service drives on the south side of Laster Lane, additional community amenities, and construction of 90 duet units. Phase 6 rounds out the development of our remaining paired homes (96) and corresponding site amenities. These phase lines have been developed in a manner to provide for orderly development and build out of our project while maintaining safe and sufficient access for emergency vehicles and residents. We have prioritized providing multiple points of emergency vehicle access at every residential unit during the entirety of construction.

The improvements to Laster Lane, the Highline Canal, and utilities will lead the construction phasing, ensuring commitments and obligations to the city are met prior to the first unit being built. Each residential phase will include the development of amenity space and the primary clubhouse amenity package will be included with the first phase of residences to ensure that full

operations infrastructure is in place provides for a wonderful residence experience from day one.

## ORGANIZATION FOR OPEN SPACE

The property will be managed by PEG Property Group (PPG) a fully-owned subsidiary of PEG Companies. PPG manages over 3,000 units across the intermountain west. PEG takes pride in managing its own properties and strives to keep them to a standard of excellence.

## COVENANTS, GRANTS, EASEMENTS, OR OTHER RESTRICTIONS

The *Alante Homes at Spring Run* site plan includes the relocation of the Highline Canal (to be piped) and preserves a 30' access easement for Pioneer Irrigation District. The Elijah Drain easement is also being preserved as required by Pioneer Irrigation District. Additionally, a 70' Right-of-Way will be developed and deeded to the City of Caldwell for the connection of Laster Lane through the site. Easements for city water and wastewater services running through our site will follow all codes for required utility easements.

## SPECIFIC USES PROPOSED

Long-term rental housing (12-month leases). Including clubhouse, pool, and other amenities for residents.

## PROPOSED WATER SYSTEM

City of Caldwell municipal water will serve the site. We have met with City Engineer Robb MacDonald and understand that the water will need to loop through our site and connect on the east side of the Elijah Drain.

## PROPOSED SEWER SYSTEM

City of Caldwell municipal wastewater system will serve the site. We have met with City Engineer Robb MacDonald and understand that we will connect to the sewer mainline located to our west in Laster Lane.

## TYPE OF IRRIGATION

A 30' irrigation easement along the north side of Laster Lane will be dedicated and used to realign and underground existing Highline Canal irrigation infrastructure, this relocation will also include the construction of a new pump station located near the city's existing pump station along our western boundary just north of Laster Lane. The project proposes to overlap the irrigation easement by 5' with the 70' right the easement of the Laster Lane ROW dedication, a request which is permitted under city code. Our project team has met with City Engineer Robb MacDonald as well as Kirk Meyers with Pioneer Irrigation District on this matter and will landscape the easement in accordance with city and irrigation district requirements. The property has adequate water rights through Pioneer Irrigation District and pressurized irrigation will serve the project; any surplus water will be retained on-site or will be piped to the Elijah Drain. We have met with city and irrigation district staff for guidance and an application to the Pioneer Irrigation District for improvements impacting irrigation infrastructure is being finalized.

The irrigation system will be a pressurized system supplied from the new irrigation pump and system we plan to construct as part of the Highline Canal relocation.

## PROPOSED STORM WATER MANAGEMENT

Stormwater management is to be provided by a collection, treatment, and retention system located onsite. Geotechnical data indicates that the onsite soil types are suitable for infiltration of treated stormwater. Groundwater depths are anticipated to be sufficient for underground infiltration beds.

## UTILITIES

Utilities are anticipated to be substantially underground. Screening of above ground utilities will be provided where necessary or required.

A PRELIMINARY SITE PLAN OF  
**ALANTE HOMES @ SPRING RUN**  
 A PARCEL OF LAND ALL LOCATED IN SECTION 1 T.3N., R.3W., B.M.  
 CITY OF CALDWELL, CANYON COUNTY, IDAHO  
 2022

**DEVELOPER**  
 PEG COMPANIES  
 CONTACT: TYLER PHELPS  
 690 S. INDUSTRIAL WAY, STE 200  
 MURKIN, UT 84057  
 PHONE: 801-555-1998

**PLANNER**  
 BONNIE LAYTON  
 CONTACT: BONNIE LAYTON  
 690 S. INDUSTRIAL WAY, STE 10  
 MURKIN, UT 84057  
 PHONE: 208-272-8742

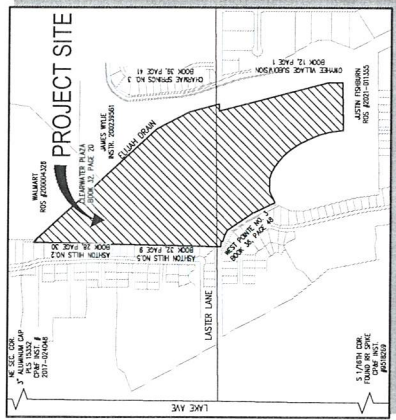
**ENGINEER**  
 NVA, INC.  
 CONTACT: RYAN YOUNG, PE  
 690 S. INDUSTRIAL WAY, STE 10  
 MURKIN, UT 84057  
 PHONE: 208-614-6208

**SURVEYOR**  
 NVA, INC.  
 CONTACT: TRAVIS FOSTER, BS  
 690 S. INDUSTRIAL WAY, STE 10  
 MURKIN, UT 84057  
 PHONE: 208-542-5800

**ARCHITECT**  
 HARRIS ARCHITECTURE  
 CONTACT: BRETT HARRIS  
 3500 S. 1000 WEST, SUITE #201  
 OREM, UT 84057  
 PHONE: 801-377-6303

**LANDSCAPE**  
 SWAN BLOCK DESIGN  
 CONTACT: JAM ARMAN  
 8000 S. 1000 AVENUE  
 OREM, UT 84057  
 PHONE: 208-342-2999

**OWNER**  
 PEG COMPANIES, INC.  
 CONTACT: BONNIE LAYTON  
 3831 S. PLEASANT HILL WAY  
 MURKIN, UT 84057  
 PHONE: 208-724-2624



VICINITY MAP  
 1"=500'

**DEVELOPMENT FACTS & FEATURES**

|                                  |                                   |
|----------------------------------|-----------------------------------|
| CITY                             | CALDWELL                          |
| HIGHWAY DISTRICT                 | CANYON COUNTY HIGHWAY DISTRICT #4 |
| IRIGATION DISTRICT               | PIONEER IRRIGATION DISTRICT       |
| CITY OF CALDWELL                 | CITY OF CALDWELL                  |
| SCHOOL DISTRICT                  | VALDRE SCHOOL DISTRICT #29        |
| WATER                            | CITY OF CALDWELL                  |
| SEWER                            | CITY OF CALDWELL                  |
| POLICE                           | CITY OF CALDWELL                  |
| TRASH PROVIDER                   | REPUBLIC SERVICES                 |
| HEALTH DISTRICT                  | CENTRAL DISTRICT HEALTH           |
| 4226 ACRES                       | 4226 ACRES                        |
| CROSS COUNTRY                    | 1041 UNITS/ACRE                   |
| CROSSING ZONE                    | AC                                |
| PROPOSED ZONE                    | 4210 UNITS                        |
| TOTAL UNITS                      | 80 UNITS                          |
| A - 1 BEDROOM UNITS              | 80 UNITS                          |
| B - 2 BEDROOM UNITS              | 80 UNITS                          |
| C - 2 BEDROOM UNITS (TWO STORY)  | 64 UNITS                          |
| D - 3 BEDROOM UNITS              | 21 UNITS                          |
| E - DUET BUILDING 1              | 24 UNITS                          |
| F - DUET BUILDING 2              | 144 UNITS                         |
| G - DUET BUILDING 3              | 18 UNITS                          |
| TOTAL PARKING SPACES             | 629 SPACES                        |
| PREPARED                         | 844 SPACES                        |
| STALLS                           | 426 SPACES                        |
| ADA PARKING SPACES               | 10 SPACES                         |
| CHARGE SPACES                    | 408 SPACES                        |
| REQUIRED BICYCLE SPACES          | 210 SPACES                        |
| UNPAVED OPEN SPACE               | 7038 ACRES                        |
| PAVED OPEN SPACE                 | 1878 ACRES                        |
| % OF DUALUED OPEN SPACE REQUIRED | 10%                               |
| % OF DUALUED OPEN SPACE PROVIDED | 47.7%                             |

- NOTES:**
- ALL ON-SITE SANITARY SEWER MAINS SHALL BE 8" UNLESS OTHERWISE SHOWN.
  - ALL ON-SITE WATER MAINS SHALL BE 8" UNLESS OTHERWISE SHOWN.
  - DRAINAGE SHALL BE RETAINED ON-SITE VIA SURFACE AND/OR UNDERGROUND DRAINAGE SYSTEMS IN ACCORDANCE WITH THE CITY OF CALDWELL STORMWATER MANAGEMENT MANUAL.
  - THIS SUBDIVISION IS SUBJECT TO COMPLIANCE WITH THE IDAHO CODE AND THE CITY OF CALDWELL STANDARDS FOR LANDSCAPED AREAS. LANDSCAPED AREAS SHALL BE EQUIPPED WITH A PRESSURIZED IRRIGATION PUMP STATION AND AN AUTOMATIC PRESSURIZED IRRIGATION SYSTEM IN ACCORDANCE WITH THE CITY OF CALDWELL DISTRICT (CWD) STANDARDS.
  - TO THE BEST OF THE PREPARER'S KNOWLEDGE, THIS PRELIMINARY SITE PLAN MEETS ALL REQUIREMENTS OF THE CALDWELL CITY CODE.
  - APPROXIMATE NORTH AND SOUTH POINTS FOR THE SOUTH PORTION.

**BENCHMARK**

BM-1: SET 5/06 REBAR.  
 71541.696, 2387994.336, NAVD83 DATUM ELEV.=2477.66

**NVIS**  
 690 INDUSTRIAL WAY SUITE 10  
 MURKIN, UT 84057  
 208-342-5400 WWW.NVIS.COM



| NO. | BY | DATE | REVISIONS |
|-----|----|------|-----------|
|     |    |      |           |
|     |    |      |           |
|     |    |      |           |

| SHEET NO. | DESIGNED B.L.T. | DRAWN K.Y.P. | CHECKED B.L.T. | APPROVED R.C.Y. | LAST EDIT 5/24/2022 | PLLOT DATE 5/24/2022 |
|-----------|-----------------|--------------|----------------|-----------------|---------------------|----------------------|
|           |                 |              |                |                 |                     |                      |

| SCALE | AS NOTED |
|-------|----------|
|       |          |

|                  |                           |
|------------------|---------------------------|
| PROJECT NUMBER   | B000316                   |
| DRAWING THE NAME | ALANTE HOMES @ SPRING RUN |
| C-PLLT           | C-PLLT                    |

**COVER SHEET**  
 SHEET NUMBER  
**PP1**

A3

| NO.        | BY        | DATE      | REMARKS |
|------------|-----------|-----------|---------|
| DESIGNED   | BLT       |           |         |
| DRAWN      | KJP       |           |         |
| CHECKED    | BLT       |           |         |
| APPROVED   | ACV       | 5/24/2022 |         |
| LAST DATE  | 5/24/2022 |           |         |
| PLLOT DATE | 5/24/2022 |           |         |
| SUBMITTAL  |           |           |         |

REGION: [ ]  
 SCALE: AS NOTED

688 Industry Way, Suite 10  
 Meriden, CT 06462  
 203-342-5400 www.nvs.com  
**NVS**

REGISTERED PROFESSIONAL ENGINEER  
 5013  
 STATE OF CONNECTICUT  
 CIVIL ENGINEERING



A3

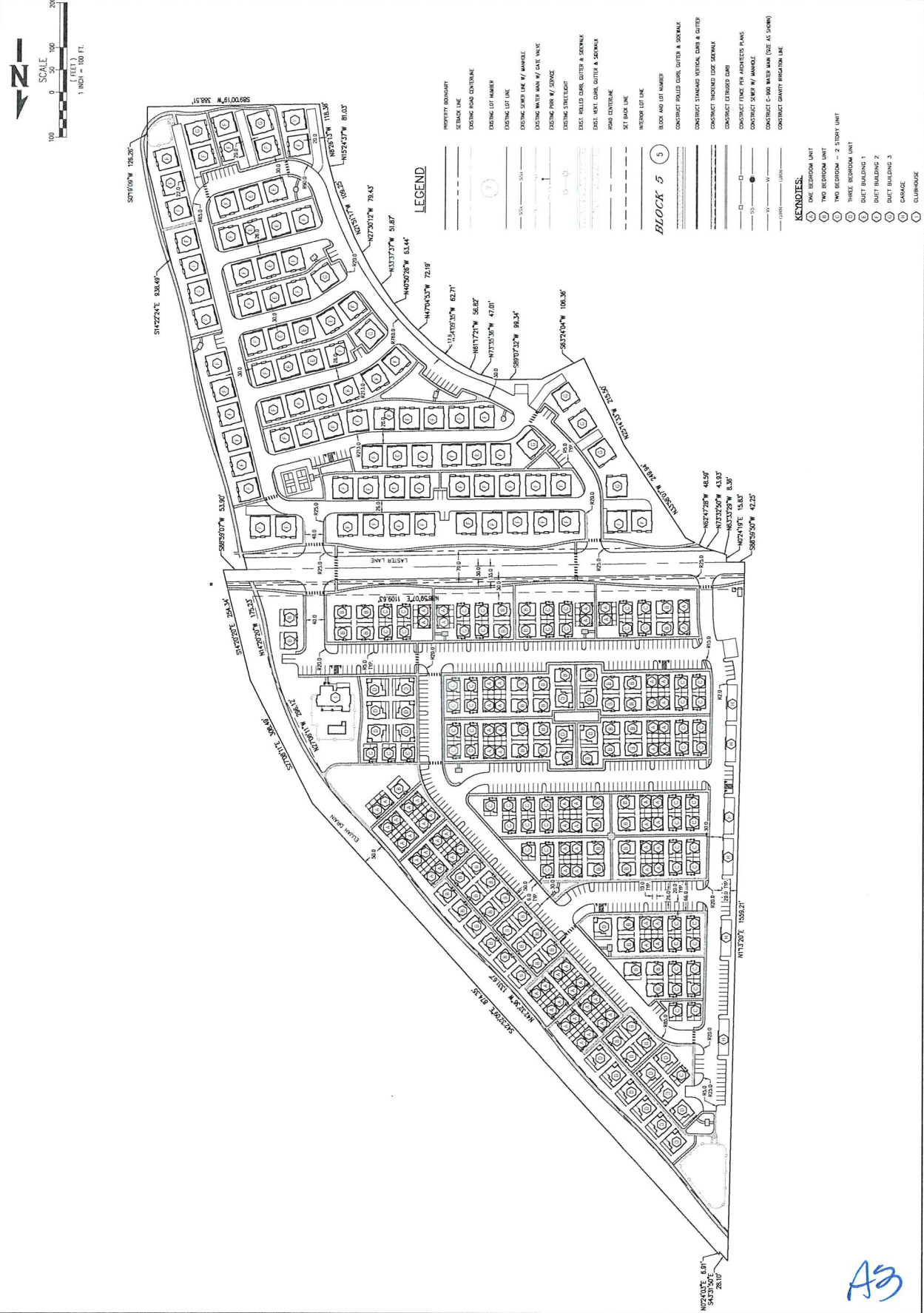


EXHIBIT 1

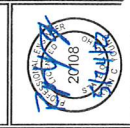
OPEN SPACE EXHIBIT  
PEG COMPANIES  
ALANTE HOMES @ SPRING RUN  
C-PLOT

| REVISIONS | NO | BY | DATE | REMARKS |
|-----------|----|----|------|---------|
|           |    |    |      |         |

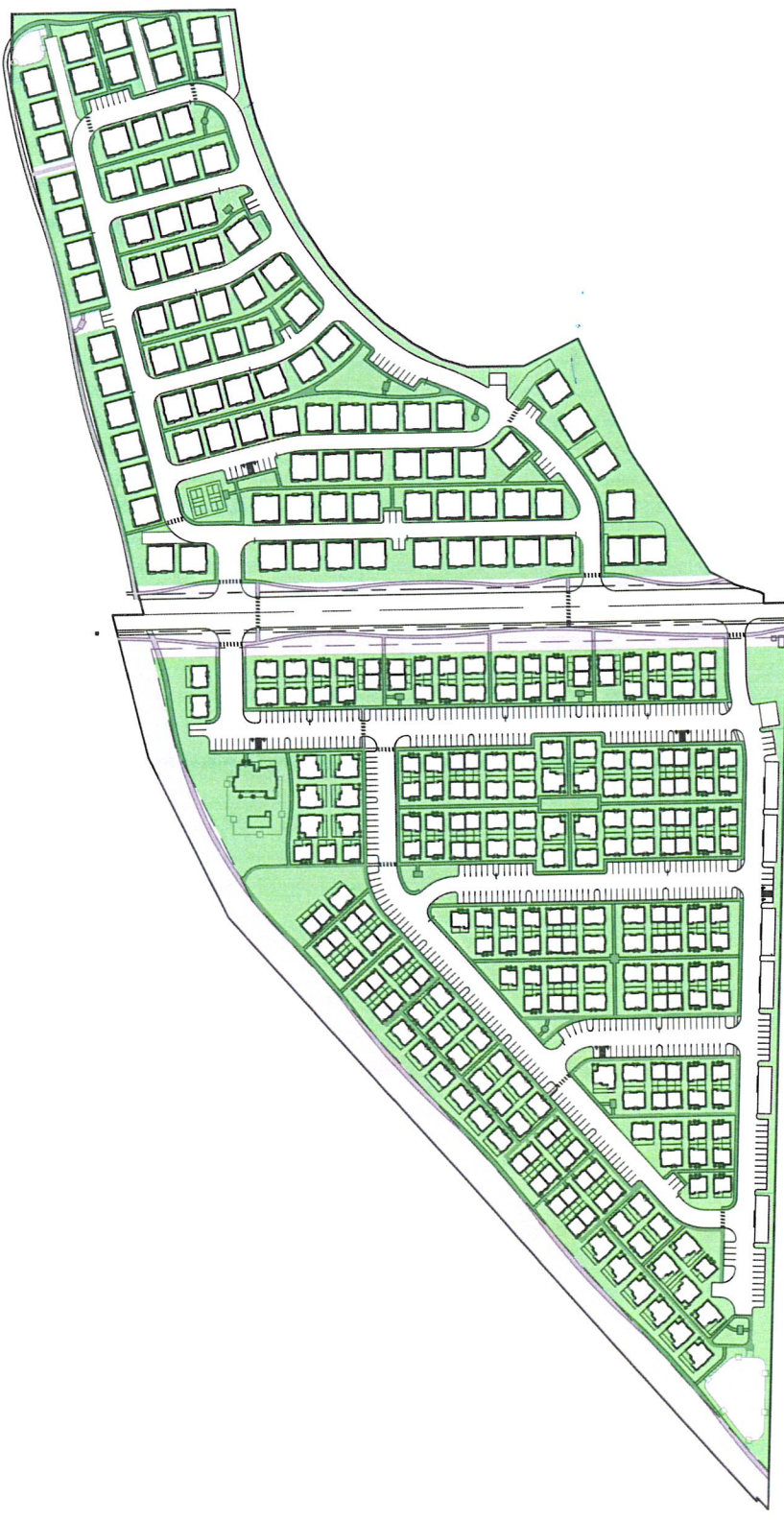
| SHEET NO | DRAWN BY | DATE | SCALE | AS NOTED |
|----------|----------|------|-------|----------|
|          |          |      |       |          |



| PROJECT NUMBER | DRAWING FILE NAME |
|----------------|-------------------|
| B000320        | C-PLOT            |

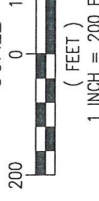
| DATE | DESCRIPTION |
|------|-------------|
|      |             |



**NVS**  
650 Industry Way Suite 10  
Meriden, ID 83642  
208-322-8500 www.nvs.com



**LEGEND**  
 QUALIFIED OPEN SPACE  
 NON-QUALIFIED OPEN SPACE

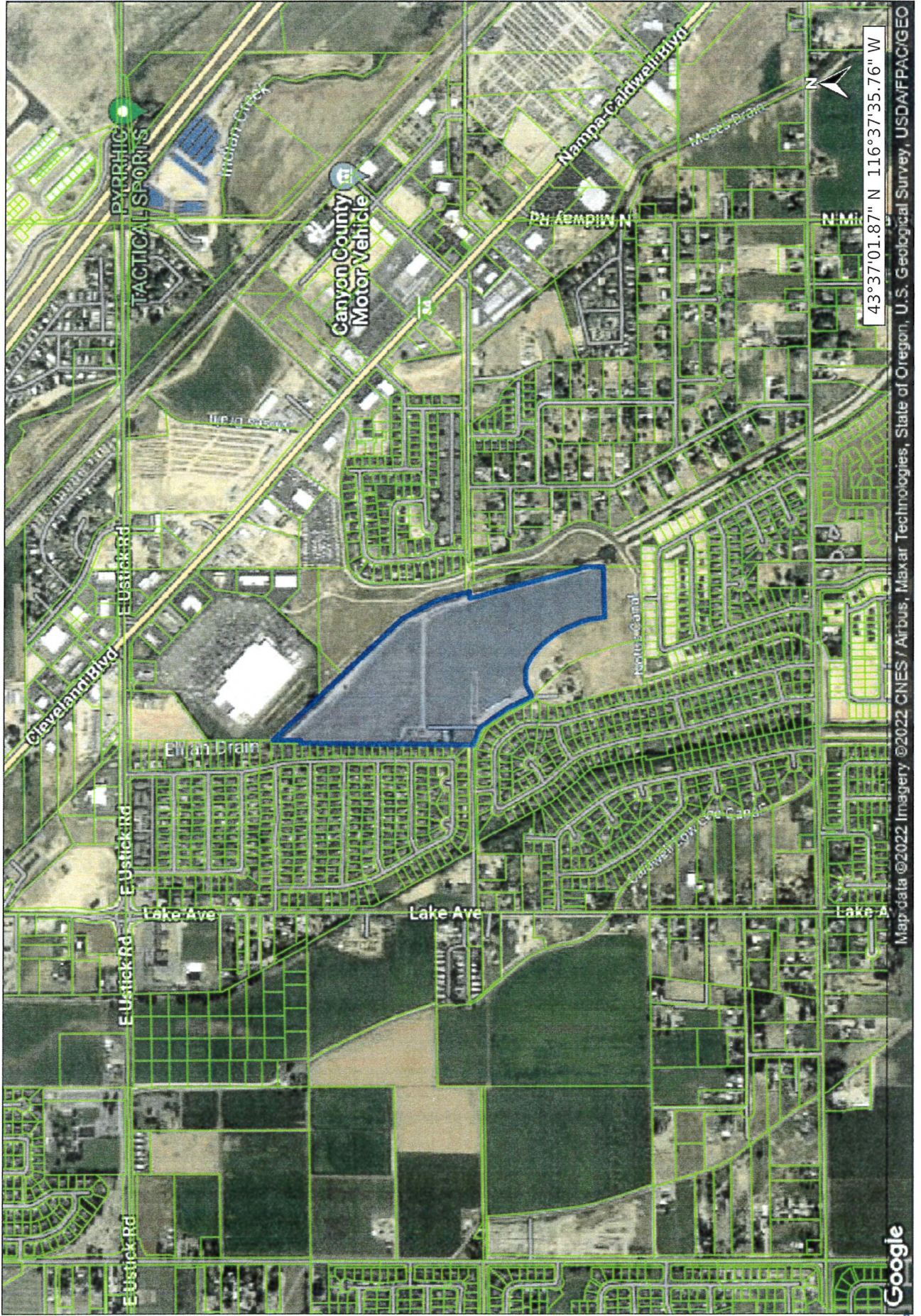
**SCALE**  
  
 ( FEET )  
 1 INCH = 200 FT.

**NOTE:**  
 1. QUALIFIED OPEN SPACE = 16.78 ACRES. SEE LANDSCAPE PLANS FOR PROPOSED USE.

A3

[DATE: 5/24/2022 12:29 PM] [AUTHOR: kiera.young@peg.com] [PLOTTER: AutoCAD PDF (General Documentation).pc3] [STYLE: WIP-Standard.ctb] [PATH: P:\peg\company\220122-B000320\00\Execution\Drawings\Crat\O-Plot.dwg] [LAYOUT: Open Space Exhibit]

Vicinity Map  
4107 Laster Lane



A4



**NEIGHBORHOOD MEETING FORM**  
City of Caldwell Planning and Zoning Department  
621 E. Cleveland Blvd., Caldwell, ID 83605  
Phone: (208) 455-3021

Start Time of Neighborhood Meeting: 6pm

End Time of Neighborhood Meeting: 7:30 pm

Those in attendance please print your name and address. If no one attended, Applicant please write across this form "No one attended."

| <u>PRINTED NAME</u> | <u>ADDRESS, CITY, STATE, ZIP</u>     |
|---------------------|--------------------------------------|
| 1. Jennifer Sanders | 4419 Ashton Ave Caldwell ID 83607    |
| 2. Gennie Fishburn  | 4114 LASTER LN Caldwell              |
| 3. RALPH C NEW      | 4914 <del>8000</del> ORMSBY CALDWELL |
| 4. Bonnie New       | 4914 ORMSBY Ave Caldwell 83607       |
| 5. JARRON LANGSTON  | 9563 W. HARNESS Dr. Boise ID.        |
| 6.                  |                                      |
| 7.                  |                                      |
| 8.                  |                                      |
| 9.                  |                                      |
| 10.                 |                                      |
| 11.                 |                                      |
| 12.                 |                                      |
| 13.                 |                                      |
| 14.                 |                                      |
| 15.                 |                                      |
| 16.                 |                                      |
| 17.                 |                                      |
| 18.                 |                                      |
| 19.                 |                                      |

- 20. \_\_\_\_\_
- 21. \_\_\_\_\_
- 22. \_\_\_\_\_
- 23. \_\_\_\_\_
- 24. \_\_\_\_\_
- 25. \_\_\_\_\_

**Neighborhood Meeting Certification:**

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project: Multi-family build for rent high density residential development

Date of Round Table meeting: December 15, 2021 and March 24, 2022

Notice sent to neighbors on: May 6, 2022

Date & time of the neighborhood meeting: May 18, 2022 - 6:00pm

Location of the neighborhood meeting: Caldwell Public Library (Idaho Room), 1010 Dearborn Street, Caldwell, ID

**Developer/Applicant:**

Name: PEG Companies / NV5

Address, City, State, Zip: 180 N. University Avenue, Provo, UT 84601 / 690 S. Industry Way, Ste 10, Meridian, ID 83642

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE  DATE 5/18/22

| Account   | OwnerName  | InCareOf                  | Address                     | City       | State | ZipCode |
|-----------|--|---------------------------|-----------------------------|------------|-------|---------|
| R32500103 | CLEARWATER CALDWELL LLC                                |                           | 1676 N CLARENDON WAY        | EAGLE      | ID    | 83616   |
| R32500104 | CLEARWATER CALDWELL LLC                                |                           | 1676 N CLARENDON WAY        | EAGLE      | ID    | 83616   |
| R32478010 | FISHBURN JUSTIN A                                      |                           | 1410 N 6TH ST               | BOISE      | ID    | 83702   |
| R32478    | ROBINSON SCOTT JIAN                                    |                           | 5104 WAR EAGLE RD           | CALDWELL   | ID    | 83607   |
| R25194    | ROBINSON SCOTT I                                       |                           | 5104 WAR EAGLE RD           | CALDWELL   | ID    | 83605   |
| R32479    | INFINITY INVESTMENTS IDAHO LLC                         |                           | 3631 S PHEASANT TAIL WAY    | BOISE      | ID    | 83716   |
| R32504409 | PRICE WILLIAM  |                           | 4915 ASHTON AVE             | CALDWELL   | ID    | 83607   |
| R32504482 | JENKINS MYRON H IV                                     |                           | 4924 ASHTON AVE             | CALDWELL   | ID    | 83607   |
| R32504410 | AMERICAN HOMES 4 RENT PROPERTIES NINE LLC              | ATTN: PROPERTY TAX DEPT = | 23975 PARK SORRENTO STE 300 | CALABASAS  | CA    | 91302   |
| R32504411 | SILVERHAWK PROPERTIES LLC                              |                           | 4505 AVIATION WAY           | CALDWELL   | ID    | 83605   |
| R32504414 | RODRIGUEZ ROSE MARY                                    | DONNA BENOIT=             | 4016 WINSTON ST             | CALDWELL   | ID    | 83607   |
| R32504415 | BROWN FAMILY TRUST EST 1990                            |                           | 13408 S DEACON AVE          | NAMPA      | ID    | 83686   |
| R32504415 | CHASE JENNIFER RUTH                                    |                           | 93 S ROLLING GREEN ST       | NAMPA      | ID    | 83687   |
| R32504412 | KLINE CRAIG A  |                           | 4020 WINSTON ST             | CALDWELL   | ID    | 83607   |
| R32487    | YELLOWSTONE CAPITAL LLC                                |                           | 1410 N 6TH ST               | BOISE      | ID    | 83702   |
| R32486    | DYVER DEV LLC  |                           | PO BOX 369                  | MERIDIAN   | ID    | 83680   |
| R32480243 | ERICKSON WHITNEY J                                     |                           | 4013 N ABBOTT ST            | CALDWELL   | ID    | 83607   |
| R32480244 | BERETTA GREG TRUST                                     |                           | 2821 226TH ST SW            | BRIER      | WA    | 98036   |
| R32480245 | JACOBO JOSE G  |                           | 4005 N ABBOTT ST            | CALDWELL   | ID    | 83607   |
| R32480246 | PACK BRADLEY   |                           | 8800 HWY 95                 | MARSING    | ID    | 83639   |
| R32480242 | MCCOUBREY CHRISTINA N                                  |                           | 4019 ABBOTT ST              | CALDWELL   | ID    | 83607   |
| R32480241 | RODRIGUEZ BASILIO                                      |                           | 4915 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480240 | ALFARO KAYLA   |                           | 4917 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480239 | LARKINS JADENN JEAN                                    |                           | 4921 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480251 | BATE WILLIAM C Jr                                      |                           | 4012 ABBOT ST               | CALDWELL   | ID    | 83605   |
| R32480250 | NEW RALPH C  |                           | 4914 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480252 | KOREIS ZACHARY D                                       |                           | 4008 ABBOTT ST              | CALDWELL   | ID    | 83605   |
| R32480253 | PEHRSON RANDY DEAN                                     |                           | 4445 BEVERLAND LN           | MACKAY     | ID    | 83251   |
| R32480238 | FIGUEROA CARLOS HUMBERTO                               |                           | 4925 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480249 | RAMIREZ ROSALINDA                                      |                           | 4920 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480261 | INIGUEZ JUAN G   |                           | 4018 DOVER GLEN PL          | CALDWELL   | ID    | 83607   |
| R25190    | LAYMAN DARCY   |                           | 4518 PIUTE PL               | CALDWELL   | ID    | 83607   |
| R32480237 | PRESTON LINSEY   |                           | 5003 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480248 | BARAJAS HUGO GARCIA                                    |                           | 5004 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480262 | JOHNSON MICHAEL L                                      |                           | 4014 DOVER GLENN PL         | CALDWELL   | ID    | 83607   |
| R32480236 | STEMLER LINDA E  |                           | 5007 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480247 | REECE FAMILY 2015 REVOCABLE TRUST                      |                           | 3825 W GULF                 | SANIBEL    | FL    | 33957   |
| R32480235 | WINGLE BRENDA KAY                                      |                           | PO BOX 687                  | CALDWELL   | ID    | 83606   |
| R32480221 | SOLIS MARIHEL  |                           | 5014 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R32480216 | PEHRSON RANDY  |                           | 4445 BEVERLAND LN           | MACKAY     | ID    | 83251   |
| R32480220 | JONES STEVEN AND MARILYNN JOINT REVOCABLE LIVING TRUST |                           | 765 VIEW CT                 | BAKER CITY | OR    | 97814   |
| R32480212 | MYERS ELI  |                           | 5105 ORMSBY AVE             | CALDWELL   | ID    | 83607   |
| R25185    | RODRIGUEZ JOSE GUADALUPE                               |                           | 4122 E IRIS CT              | NAMPA      | ID    | 83687   |
| R25184    | GOMER JOANN  |                           | 5210 WAR EAGLE RD           | CALDWELL   | ID    | 83607   |
| R32504404 | SPOHN GREGORY L  |                           | PO BOX 220                  | STAR       | ID    | 83669   |
| R32504405 | SILVERHAWK PROPERTIES LLC                              |                           | 4505 AVIATION WAY           | CALDWELL   | ID    | 83605   |
| R32504406 | NAVA FELIX FLORES                                      |                           | 2522 STRAYHORN CT           | CALDWELL   | ID    | 83605   |
| R32504467 | BAUTISTA LEONARDO                                      |                           | 4008 SUTTON ST              | CALDWELL   | ID    | 83607   |
| R32504466 | FRANK AMANDA L   |                           | 4016 SUTTON ST              | CALDWELL   | ID    | 83607   |
| R32504407 | VASQUEZ GEORGE L SR                                    |                           | 4907 ASHTON AVE             | CALDWELL   | ID    | 83607   |
| R32504408 | MASCORRO JOSE ANGEL MACIAS                             |                           | 4911 ASHTON AVE             | CALDWELL   | ID    | 83607   |
| R32504481 | SILVERHAWK PROPERTIES LLC                              |                           | 4505 AVIATION WAY           | CALDWELL   | ID    | 83605   |

|           |   |  |                               |                             |             |    |       |
|-----------|---|--|-------------------------------|-----------------------------|-------------|----|-------|
| R32504483 | ADVOCATES AGAINST FAMILY VIOLENCE INC     |  |                               | PO BOX 1496                 | CALDWELL    | ID | 83606 |
| R32504248 | MENDEZ IRENEO                             |  |                               | 4010 DENTON ST              | CALDWELL    | ID | 83607 |
| R32504213 | DURAN MARIA JESUS LARA                    |  |                               | 4411 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504266 | TREASURE CHEST PROPERTIES-BLACK PEARL LLC |  |                               | 3823 SKYLINE DR             | NAMPA       | ID | 83686 |
| R32504265 | MARTINEZ RUBEN                            |  |                               | 4009 HICKMAN ST             | CALDWELL    | ID | 83607 |
| R32504249 | SANDERS JASON R                           |  |                               | 4419 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32479010 | CANYON COUNTY                             |  | COUNTY COMMISSIONERS OFFICE = | 1115 ALBANY ST              | CALDWELL    | ID | 83605 |
| R32504250 | INFINITY INVESTMENTS IDAHO LLC            |  |                               | 3631 S PHEASANT TAIL WAY    | BOISE       | ID | 83716 |
| R32504250 | ANDRADE BENJAMIN C                        |  |                               | 1239 E SHEPHERD ST          | MERIDIAN    | ID | 83642 |
| R32504275 | RODRIGUEZ RICARDO J                       |  |                               | 18145 ACRE ST               | NORTHBRIDGE | CA | 91325 |
| R32504274 | ALBOR ELIZABETH                           |  | ELIZABETH ALBOR=              | PO BOX 1091                 | HOMEDALE    | ID | 83628 |
| R32504251 | ASHTON HILLS NEIGHBORHOOD ASSOC INC       |  | VALLEY PROPERTY MANAGEMENT=   | PO BOX 1090                 | MERIDIAN    | ID | 83680 |
| R32504289 | VAUGHAN HARLEY DALE                       |  |                               | 4005 HILTON ST              | CALDWELL    | ID | 83607 |
| R32504290 | DIAZ LEE ELIAS                            |  |                               | 4011 HILTON ST              | CALDWELL    | ID | 83607 |
| R32504252 | JIMENEZ ALBERTO M                         |  |                               | 4523 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504253 | RABURN RANCHES LLC                        |  |                               | 608 KEOGH LN                | CALDWELL    | ID | 83607 |
| R32504254 | MENDOZA CANDELARIO                        |  |                               | 4607 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504292 | MENENDEZ MICHAEL                          |  |                               | 4008 HILTON ST              | CALDWELL    | ID | 83607 |
| R32504291 | YINGLING VALERIE R                        |  |                               | 4016 HILTON ST              | CALDWELL    | ID | 83607 |
| R32504255 | SERNIUK GREGORY M                         |  |                               | 4615 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504256 | RUESGA NAHUN A                            |  |                               | 4619 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504298 | LEWEY STEVE                               |  |                               | 11209 N WHITEHOUSE ST       | SPOKANE     | WA | 99218 |
| R32504299 | DAVIDSON MATTHEW D                        |  |                               | 4005 LEXINGTON ST           | CALDWELL    | ID | 83607 |
| R32504300 | TRIANA LAURO G JR                         |  |                               | 4011 LEXINGTON ST           | CALDWELL    | ID | 83607 |
| R32504257 | HALL LYMAN LEONARD                        |  |                               | 7486 ALPINE DR              | NAMPA       | ID | 83687 |
| R32504258 | LOERA ALEJO Z                             |  |                               | 4701 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504303 | GARCIA ELVA                               |  |                               | 16215 SETTLEMENT AVE        | CALDWELL    | ID | 83607 |
| R32504261 | BARLOW MARY EILEEN                        |  |                               | 4801 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504262 | ORTIZ GERARDO                             |  |                               | 4801 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504263 | WHITE GARY L SR                           |  |                               | 4807 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504444 | BOAK FAMILY LIVING TRUST                  |  |                               | 4008 GROVETON ST            | CALDWELL    | ID | 83607 |
| R32504445 | ZAMARRON JOSE R JR                        |  |                               | 4002 GROVETON ST            | CALDWELL    | ID | 83607 |
| R32504305 | CARRIZOZA YESENIA                         |  |                               | 4016 GROVETON ST            | CALDWELL    | ID | 83607 |
| R32504264 | AGUILAR MARISOL                           |  |                               | 2614 E USTICK RD            | CALDWELL    | ID | 83605 |
| R32504463 | RODRIGUEZ MA NATIVIDAD                    |  |                               | 4001 SUTTON ST              | CALDWELL    | ID | 83607 |
| R32504464 | SPEARS ROY EDWARD                         |  |                               | 4007 SUTTON ST              | CALDWELL    | ID | 83607 |
| R32504465 | AMES JACQUELINE                           |  |                               | 4015 SUTTON ST              | CALDWELL    | ID | 83607 |
| R32504210 | ATKINSON PATSY A                          |  |                               | 4317 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504211 | GRABIEC KATARZYNA A                       |  |                               | 4323 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504212 | CERDA DIANA                               |  |                               | 4401 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504302 | FLORY TIMOTHY R                           |  |                               | 4008 LEXINGTON ST           | CALDWELL    | ID | 83607 |
| R32504301 | MALDONADO JOSE H MATA                     |  |                               | 4016 LEXINGTON ST           | CALDWELL    | ID | 83607 |
| R32504259 | NAVA REINA                                |  |                               | 4707 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504260 | NAVA JULIAN FLORES                        |  |                               | 4717 ASHTON AVE             | CALDWELL    | ID | 83607 |
| R32504442 | AMERICAN HOMES 4 RENT PROPERTIES NINE LLC |  | ATTN: PROPERTY TAX DEPT =     | 23975 PARK SORRENTO STE 300 | CALABASAS   | CA | 91302 |
| R32504443 | DAHL TOREY B                              |  |                               | 4007 GROVETON ST            | CALDWELL    | ID | 83607 |
| R32504304 | MATA MARINO A                             |  |                               | 4011 GROVETON ST            | CALDWELL    | ID | 83607 |
| R32480215 | RIEZEBOS JOSHUA                           |  |                               | 5021 ORMSBY AVE             | CALDWELL    | ID | 83607 |
| R32480214 | GOMEZ MARIA D                             |  |                               | 5101 ORMSBY AVE             | CALDWELL    | ID | 83605 |
| R32480213 | CARRILLO LIZBETH LOPEZ                    |  |                               | 5103 ORMSBY AVE             | CALDWELL    | ID | 83605 |
| R32457164 | SILVERA JOHN A                            |  |                               | 3322 W MILAN AVE            | VISALIA     | CA | 93277 |
| R32457163 | SOTO FIDEL                                |  |                               | 6839 E LONG BOW RD          | DAVIE       | FL | 33331 |
| R32457162 | THOMPSON JENNIFER P                       |  |                               | 4808 ANN MARIE AVE          | CALDWELL    | ID | 83607 |

AS

|            |                                |                             |             |    |            |
|------------|--------------------------------|-----------------------------|-------------|----|------------|
| R32457158  | CHANEY NANCY J                 | 4714 ANN MARIE AVE          | CALDWELL    | ID | 83607      |
| R32457157  | MADISON HOLDERNESS LLC         | 12474 W GINGER CREEK DR     | BOISE       | ID | 83713      |
| R32457151  | HOMEOWNERS ASSOCIATION INC     | 4110 EATON AVE              | CALDWELL    | ID | 83607      |
| R32457160  | SILVERA JOHN A                 | 3322 W MILAN AVE            | VISALIA     | CA | 93277      |
| R32457155  | FLORES IVAN JUNIOR             | 4702 ANN MARIE AVE          | CALDWELL    | ID | 83605      |
| R32500     | HIGHGARDEN LLC                 | 10330 LAKE SHORE DR         | NAMPA       | ID | 83686      |
| R32457156  | FELTY CHRISTOPHER D            | 4706 ANN MARIE AVE          | CALDWELL    | ID | 83607      |
| R32457159  | DAVIS JOANN                    | 4718 ANN MARIE AVE          | CALDWELL    | ID | 83607      |
| R32457161  | RUIZ MIGUEL                    | 4804 ANN MARIE AVE          | CALDWELL    | ID | 83607      |
| R25191010A | FLORES FELIX BAUTISTA          | 4508 LASTER ST              | CALDWELL    | ID | 83607      |
| R25191     | OVALLE ISAAC JR                | 4511 PIUTE PLACE            | CALDWELL    | ID | 83607      |
| R32497010  | WAL-MART REAL ESTATE BUS TRUST | ATTN PROPERTY TAX DEPT      | BENTONVILLE | AR | 72716-0555 |
| R32480361  | AH4R PROPERTIES TWO LLC        | PROPERTY TAX DEPT =         | CALABASAS   | CA | 91302      |
| R32480362  | MAYS ANDREA                    |                             | CALDWELL    | ID | 83607      |
| R32480363  | VIRCSIK MICHAEL PAUL III       | 4321 NEWBRIDGE ST           | RENO        | NV | 89521      |
| R32480387  | LAHM BECKY-JOI                 | 1860 BERINGER WAY           | CENTENNIAL  | CO | 80112      |
| R32480386  | ELMS LOYD D                    | 8234 S LEYDEN CT            | CALDWELL    | ID | 83607      |
| R32480384  | AH4R PROPERTIES TWO LLC        | 4415 NEWBRIDGE ST           | CALABASAS   | CA | 91302      |
| R32480383  | VEGA SILVINO JIMENEZ           | 23975 PARK SORRENTO STE 300 | CALDWELL    | ID | 83607      |
| R32480385  | WALKER CHRISTINA A             | 4505 NEWBRIDGE ST           | CALDWELL    | ID | 83607      |
|            |                                | 4419 NEWBRIDGE ST           | CALDWELL    | ID | 83607      |

**CANYON COUNTY LISTING - R32479 & R32479011 - 300 feet**

May 4, 2022

**PROPERTY LISTING DISCLAIMER**

This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.



AS



1211 W Myrtle Street, Plaza II Suite 100  
Boise, ID 83702

ELECTRONICALLY RECORDED-DO NOT REMOVE THE COUNTY STAMPED FIRST PAGE AS IT IS NOW INCORPORATED AS PART OF THE ORIGINAL DOCUMENT

2022-026749  
RECORDED  
05/20/2022 01:29 PM  
CHRIS YAMAMOTO  
CANYON COUNTY RECORDER  
Pgs=3 JWINSLOW \$15.00  
TYPE: DEED  
PIONEER TITLE COMPANY OF ADA  
ELECTRONICALLY RECORDED

File No. ACCOMMODATION

WARRANTY DEED

For Value Received Infinity Investments Idaho, LLC, a Delaware limited liability company hereinafter referred to as Grantor, does hereby grant, bargain, sell, warrant and convey unto

Infinity Investments Idaho, LLC, a Delaware limited liability company hereinafter referred to as Grantee, whose current address is 3631 S. Pheasant Tail Way, Boise ID 83716


The following described premises, to-wit:

See Exhibit A attached hereto and made a part hereof.

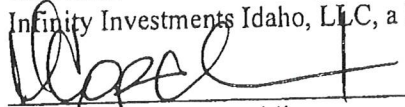
To HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee(s), and Grantees(s) heirs and assigns forever. And the said Grantor(s) does (do) hereby covenant to and with the said Grantee(s), the Grantor(s) is/are the owner(s) in fee simple of said premises; that said premises are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to U.S. Patent reservations, restrictions, dedications, easements, rights of way and agreements, (if any) of record, and current years taxes, levies, and assessments, includes irrigation and utility assessments, (if any) which are not yet due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated: May 19, 2022

Infinity Investments Idaho, LLC,  
a Delaware limited liability company

By:   
Bonnie Layton, Member  
State of Idaho, County of Ada

This record was acknowledged before me on May 19, 2022 by Bonnie Layton, as Member of Infinity Investments Idaho, LLC, a Delaware Limited Liability Company.

  
Signature of notary public  
Commission Expires: 01/22/2024



Alc

# N|V|5

## EXHIBIT A

### Tract A

Date: September 1, 2021

A parcel of land being a portion of Government Lots 3 & 4, and a portion of the S 1/2 of the NW1/4, Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5 plat recorded in Book 32, Page 9, in the records of Canyon County;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet to the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, continuing coincident with said easterly boundary of said Ashton Hills Subdivision Unit No. 5, and Ashton Hills Subdivision Unit No. 2, recorded in Book 28, Page 30, in the records of Canyon County, a distance of 1539.09 feet;

**THENCE** South 43°31'50" East, continuing coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 2, a distance of 28.10 feet;

**THENCE** North 0°24'03" East, continuing coincident with said easterly boundary of Ashton Hills Subdivision Unit No. 2, a distance of 6.91 feet to the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain the following four (4) courses and distances:

**THENCE** South 42°33'24" East a distance of 487.83 feet;

**THENCE** South 42°32'09" East a distance of 874.35 feet;

**THENCE** South 27°8'11" East a distance of 308.49 feet;

# N|V|5

THENCE South 14°20'20" East a distance of 251.53 feet;

THENCE leaving said centerline of the Elijah Drain, South 89°49'55" West a distance of 1176.27 feet to the **POINT OF BEGINNING**.

The above described parcel contains 1,057,513.44 square feet or 24.28 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.

License No. 17216

End of Description





1211 W Myrtle Street, Plaza II Suite 100  
Boise, ID 83702

**ELECTRONICALLY RECORDED-DO NOT REMOVE THE COUNTY STAMPED FIRST PAGE AS IT IS NOW INCORPORATED AS PART OF THE ORIGINAL DOCUMENT**

**2022-026743**  
RECORDED  
**05/20/2022 01:27 PM**  
CHRIS YAMAMOTO  
CANYON COUNTY RECORDER  
Pgs=4 PBRIDGES \$15.00  
TYPE: DEED  
PIONEER TITLE COMPANY OF ADA  
ELECTRONICALLY RECORDED

File No. ACCOMMODATION

### WARRANTY DEED

For Value Received Infinity Investments Idaho, LLC, a Delaware limited liability company hereinafter referred to as Grantor, does hereby grant, bargain, sell, warrant and convey unto

Infinity Investments Idaho, LLC, a Delaware limited liability company hereinafter referred to as Grantee, whose current address 3631 S. Pheasant Tail Way, Boise ID 83716


The following described premises, to-wit:

See Exhibit A attached hereto and made a part hereof.


To HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee(s), and Grantees(s) heirs and assigns forever. And the said Grantor(s) does (do) hereby covenant to and with the said Grantee(s), the Grantor(s) is/are the owner(s) in fee simple of said premises; that said premises are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to U.S. Patent reservations, restrictions, dedications, easements, rights of way and agreements, (if any) of record, and current years taxes, levies, and assessments, includes irrigation and utility assessments, (if any) which are not yet due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

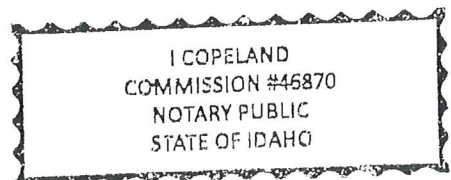
Dated: May 19, 2022

Infinity Investments Idaho, LLC,  
a Delaware limited liability company

By:   
Bonnie Layton, Member  
State of Idaho, County of Ada

This record was acknowledged before me on May 19, 2022 by Bonnie Layton, as Member of Infinity Investments Idaho, LLC, a Delaware Limited Liability Company.

  
Signature of notary public  
Commission Expires: 6/22/2024



AL



EXHIBIT A

**Tract B**

**Date: September 1, 2021**

A parcel of land being a portion of the S 1/2 of the NW1/4, and a portion of the NE 1/4 of the SW 1/4 of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5, plat recorded in Book 32, Page 9, in the records of Canyon County, the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet;

**THENCE** leaving said easterly boundary of Ashton Hills Subdivision Unit No. 5, North 89°49'55" East a distance of 1176.27 feet to a point conterminous with the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain, South 14°20'20" East a distance of 2.81 feet to a point conterminous with the East-West 1/4 section line of said Section 1;

**THENCE** South 88°59'07" West, coincident with said East-West 1/4 section line, a distance of 54.13 feet, to the westerly Right-of-Way line of the Elijah Drain;

**THENCE** coincident said westerly Right-of-Way line of the Elijah Drain, South 14°22'24" East a distance of 939.35 feet to a point on the North-South 1/4 section line of said Section 1;

**THENCE** South 00°19'09" West, coincident with said North-South 1/4 section line, a distance of 125.41 feet, to the most easterly corner of those lands shown in Record of Survey Inst. No. 2021-011355 in the records of Canyon County;

**THENCE** coincident with a mid-northerly line of said Record of Survey Inst. No. 2021-011355, South 89°00'19" West a distance of 388.51 feet to an angle point;

# N|V|5

THENCE coincident with the easterly line of said Record of Survey Inst. No. 2021-011355 the following eighteen (18) courses and distances;

THENCE North 8°26'13" West a distance of 118.38 feet;

THENCE North 15°24'37" West a distance of 81.03 feet;

THENCE North 21°51'17" West a distance of 109.25 feet;

THENCE North 27°30'12" West a distance of 79.43 feet;

THENCE North 33°37'37" West a distance of 51.87 feet;

THENCE North 34°29'17" West a distance of 37.56 feet;

THENCE North 40°50'26" West a distance of 63.44 feet;

THENCE North 47°4'53" West a distance of 72.19 feet;

THENCE North 54°9'35" West a distance of 62.71 feet;

THENCE North 61°17'21" West a distance of 56.82 feet;

THENCE North 73°35'36" West a distance of 47.01 feet;

THENCE South 89°7'32" West a distance of 99.34 feet;

THENCE South 63°24'4" West a distance of 106.36 feet;

THENCE North 25°14'33" West a distance of 215.50 feet;

THENCE North 33°58'7" West a distance of 249.94 feet;

THENCE North 62°47'28" West a distance of 48.59 feet;

THENCE North 73°32'50" West a distance of 43.93 feet;

THENCE North 63°33'29" West a distance of 8.36 feet to the westerly line of the NE1/4SW1/4;

# N|V|5

THENCE leaving said easterly line of Record of Survey Inst. No. 2021-011355, coincident with said westerly line of the NE1/4SW1/4, North 0°24'19" East a distance of 15.83 feet to the Center-West 1/16<sup>th</sup> corner of said Section 1;

THENCE coincident with said East-West 1/4 section line, South 88°59'50" West a distance of 42.25 feet to the **POINT OF BEGINNING**.

The above described parcel contains 696,026.58 square feet or 15.98 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.

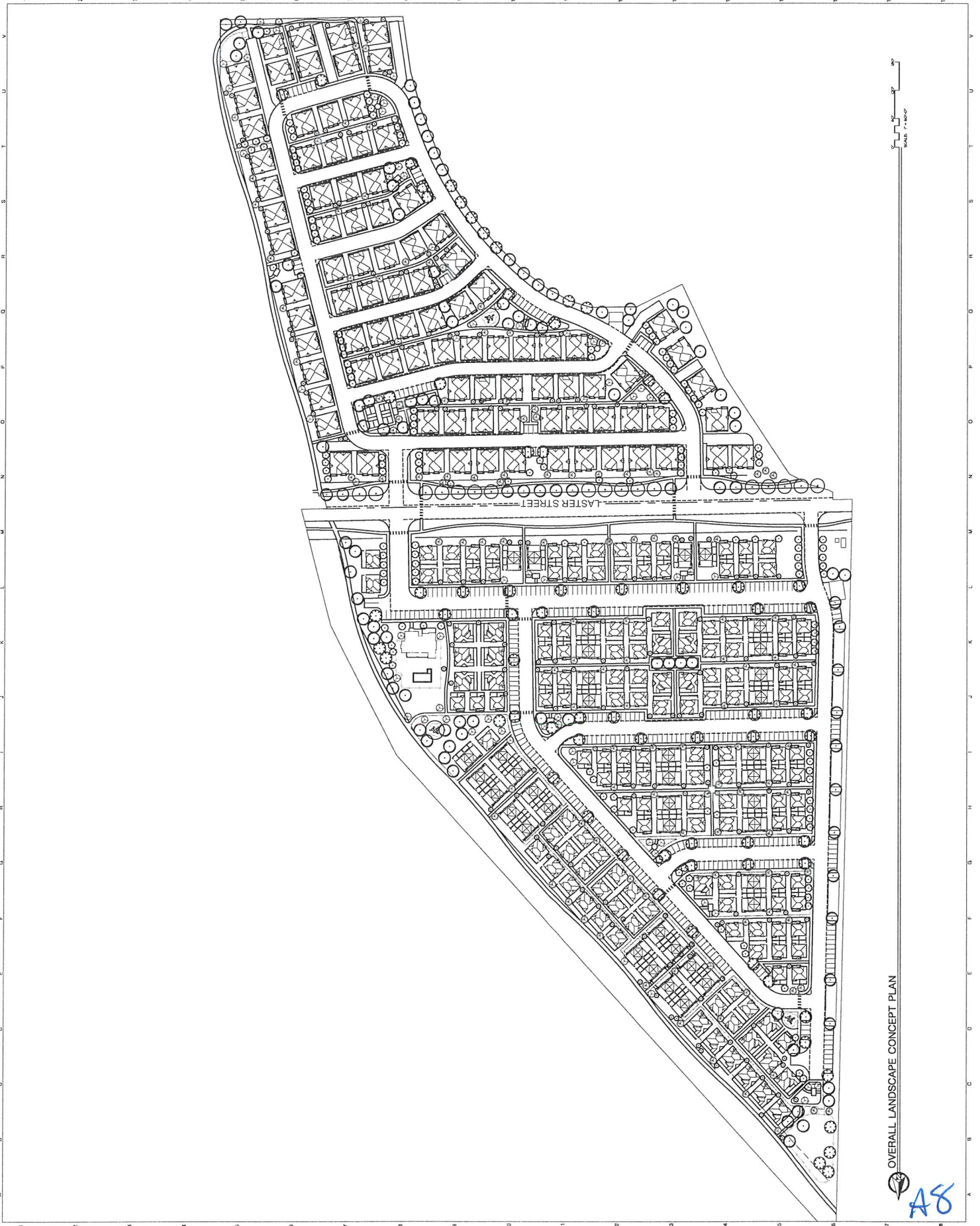
License No. 17216

End of Description

|                |                        |
|----------------|------------------------|
| DATE           | 2/1/2014               |
| PROJECT NUMBER | 27-180                 |
| PROJECT NAME   | ATLANTE HOMES & LASTER |
| CLIENT         | ATLANTE HOMES & LASTER |

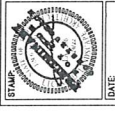


**OVERALL LANDSCAPE CONCEPT PLAN**  
**ATLANTE HOMES & LASTER**  
**CADWELL, IDAHO**

BECK & BAIRD  
 LANDSCAPE ARCHITECTS P.C.  
 1000 S. 1000 E.  
 SUITE 100  
 TWIN FALLS, IDAHO 83402  
 TEL: 208.333.1111  
 FAX: 208.333.1112  
 www.beckandbaird.com



OVERALL LANDSCAPE CONCEPT PLAN

AS

|  |                 |  |  |   |            |
|--|-----------------|--|--|---|------------|
|  | DATE: 5/14/2022 |  <p>South Landscape Architecture P.C.<br/>         2003 S. 101st Ave.<br/>         Suite 200, Boise, ID 83725<br/>         Phone: (208) 333-0077<br/>         Fax: (208) 333-0078<br/>         Email: info@southla.com</p> |  <p><b>SOUTH BECKER &amp; BAIRD</b><br/>         ARCHITECTS<br/>         2003 S. 101st Ave.<br/>         Suite 200, Boise, ID 83725<br/>         Phone: (208) 333-0077<br/>         Fax: (208) 333-0078<br/>         Email: info@southbecker.com</p> | Copyright © 2022<br>All Rights Reserved | REVISIONS: |
|  |                 |  |  |   |            |
|  |                 |  |  |   |            |
|  |                 |  |  |   |            |

**LANDSCAPE CONCEPT PLAN**  
**ALANTE HOMES @ LASTER**  
 CALDWELL, IDAHO

DRAWN BY: JMS  
 CHECKED BY: JCH  
 PROJECT NUMBER: 22-1095  
 SHEET: L1.1



SCALE: 1" = 60'-0"

LANDSCAPE CONCEPT PLAN



AS

**LANDSCAPE CONCEPT PLAN**  
**ALANTE HOMES @ LASTER**  
**CALDWELL, IDAHO**

DATE: 9/14/2022

PROJECT NUMBER: 22-109

SHEET: L1.2

DRAWN BY: JMS

CHECKED BY: JCH

PROJECT NUMBER: 22-109

SHEET: L1.2

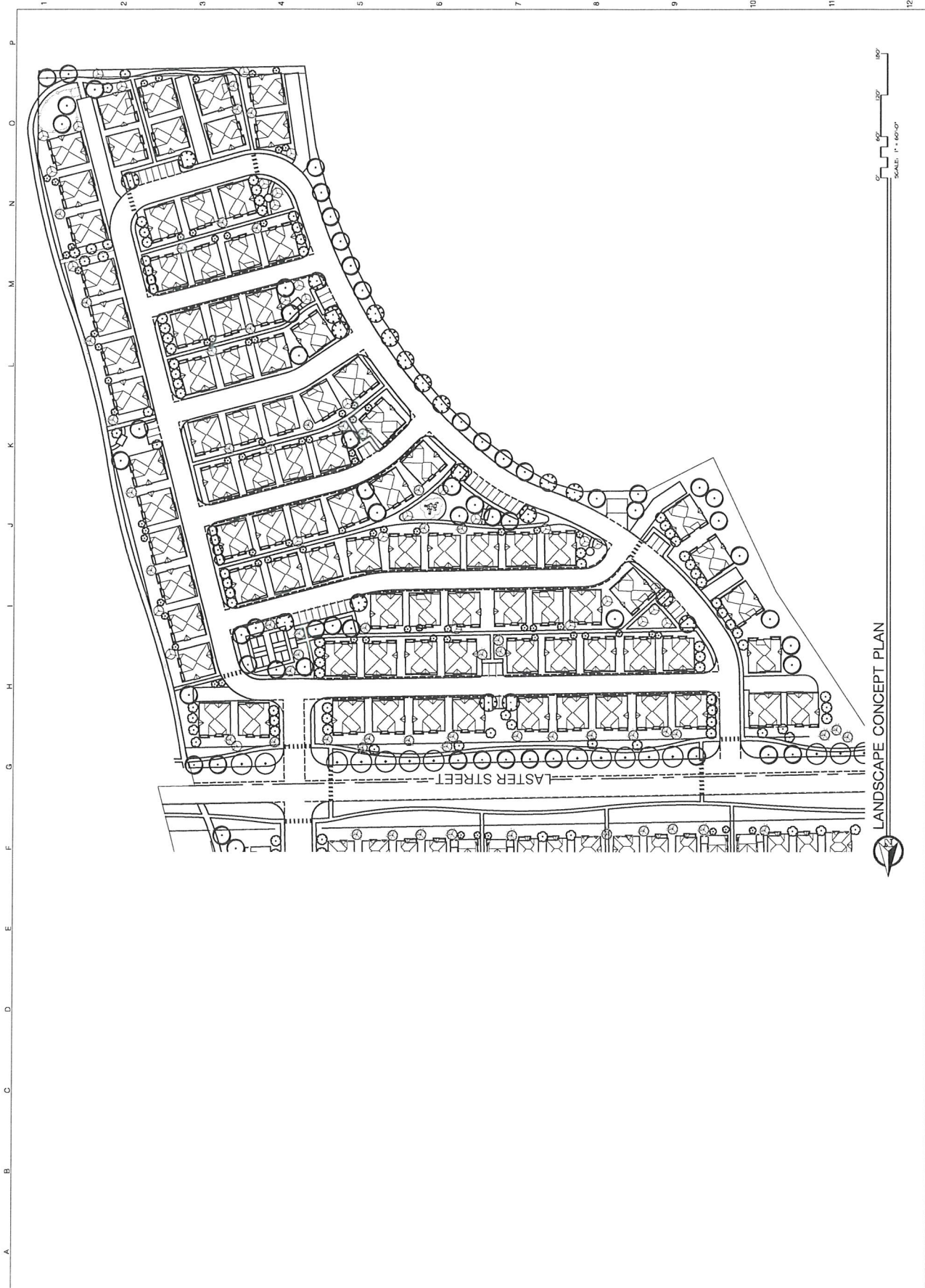
Copyright © 2022

REVISIONS:

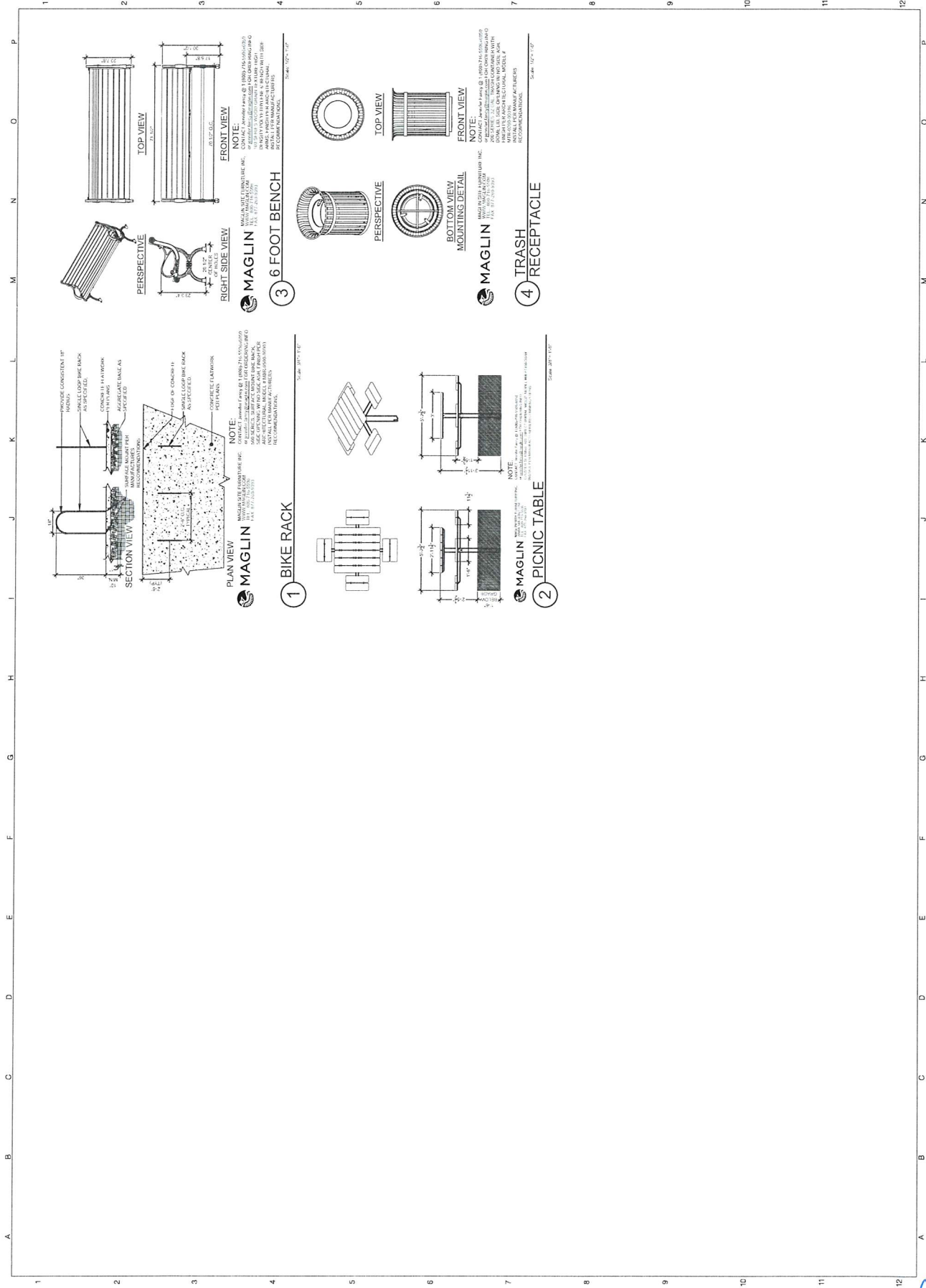
South Landscape Architecture P.C.  
 2003 S. 408th Ave.  
 Boise, ID 83720  
 Phone: 208.342.2999  
 Fax: 208.342.2998  
 www.southlandscape.com

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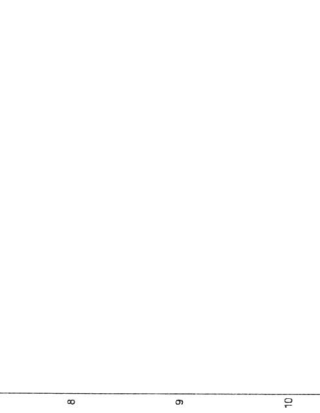
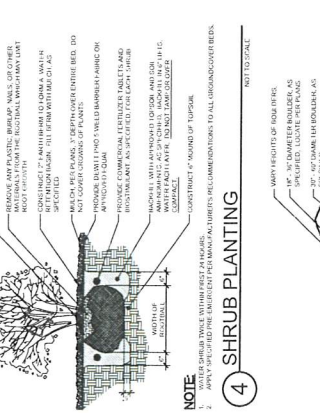
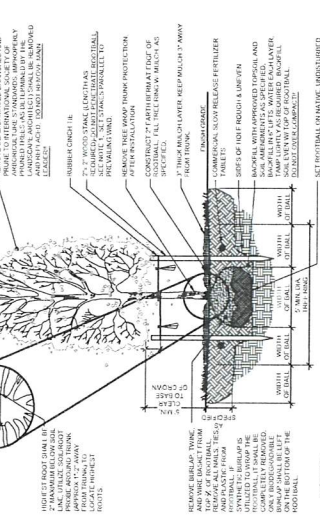
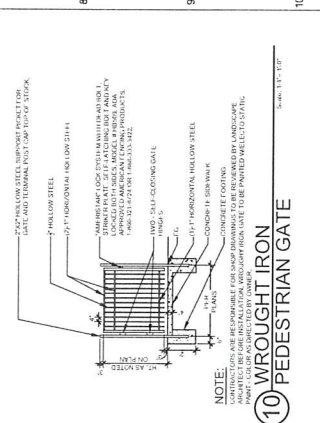
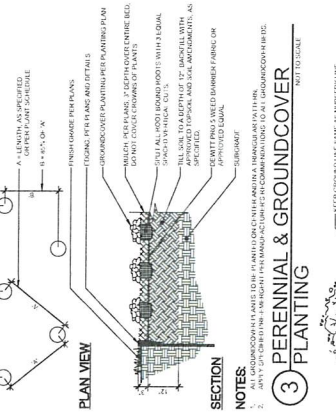
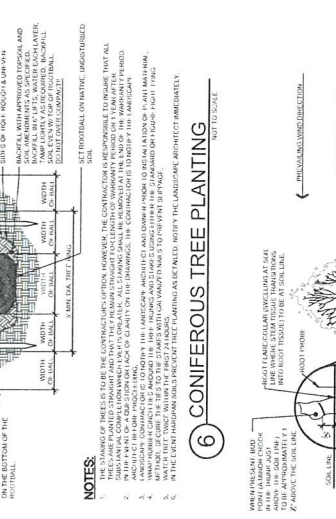
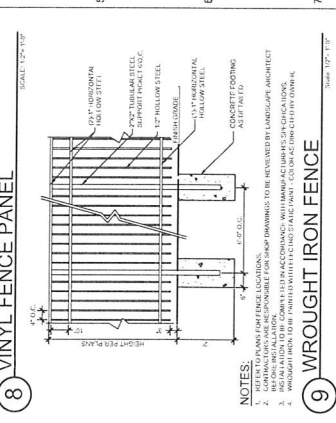
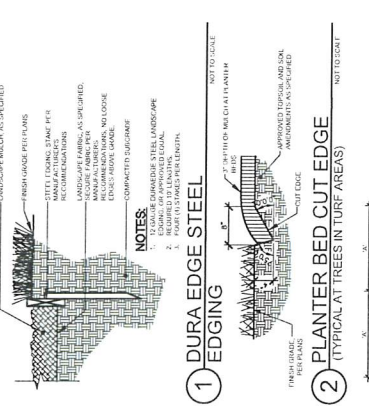
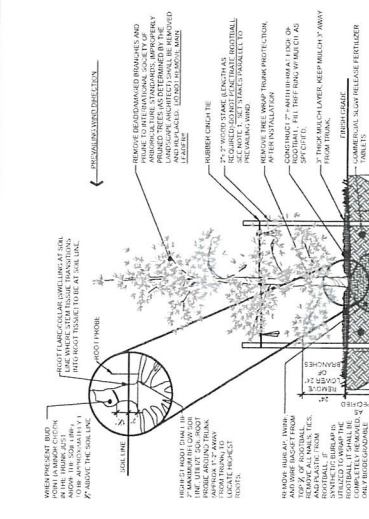
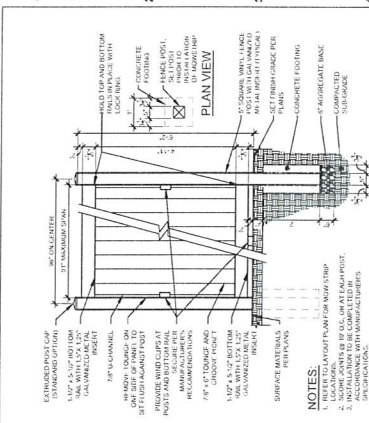


A8



ASB





AS

# Property Owner Acknowledgement

I, Bonnie Layton for Infinity Investments Idaho, LLC (member), the record owner for real property addressed as 4107 Laster Lane, am aware of, in agreement with, and give my permission to PEG Companies, to submit the accompanying application(s) pertaining to that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

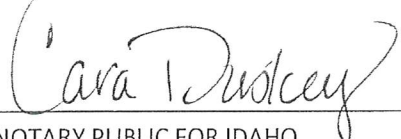
Dated this 23<sup>rd</sup> day of May, 2022

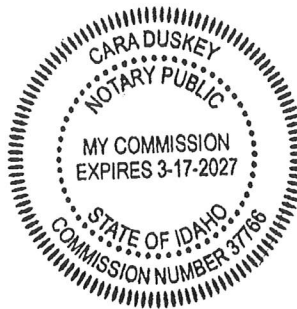
  
(Signature)

## CERTIFICATE OF VERIFICATION

STATE OF IDAHO )  
 ) ss.  
County of Canyon )

I, Cara Duskey, a Notary Public, do hereby certify that on this 23<sup>rd</sup> day of May, 2022, personally appeared before me Bonnie Layton, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

  
NOTARY PUBLIC FOR IDAHO  
Residing at Kuna, Id  
My Commission Expires 3/17/27











**DSD Director Administrative Decision**  
 Canyon County Code of Ordinances  
 §07-18-01

2021-067691

RECORDED

09/29/2021 12:11 PM



00650674202100676910190190

CHRIS YAMAMOTO

CANYON COUNTY RECORDER

Pgs=19 MBROWN

\$64.00

MISC

INFINITY INVESTMENTS IDAHO

Case Number: **AD2021-0149**

Parcel #'s: **R32479**

Property Owner/Applicant(s): **Infinity Investments Idaho, LLC.**

**Request:** Infinity Investments Idaho, LLC is requesting an administrative land division to divide Parcel No. R32479 into two (2) parcels. The subject parcel is zoned "A" (Agricultural) and has been determined to be an original parcel, eligible for an administrative land division.

**Property History:** The subject property is an original parcel dating back to 1957 [PI2021-0321]. The property meets the definition of an original parcel as defined in CCZO and is eligible for an administrative land division.

**Findings - Administrative Land Division:** The request is consistent with CCZO §07-18-01 A. The minimum parcel size is one (1) acre or more. Both properties will have access to Laster Ln. (public road), subject to meeting City of Caldwell's requirements for access.

- o The request was reviewed and approved by Southwest District Health, Canyon Highway District No. 4/ in conjunction with the City of Caldwell, Pioneer Irrigation District, and Caldwell Rural Fire Protection District. The following comments were received:
  - o Canyon Highway District/City of Caldwell: Approach permit is required from the City of Caldwell prior to building permit. At the time of approach permit, the City of Caldwell may require right-of-way dedication consistent with Caldwell City Policy/Code to CHD4.
  - o Caldwell Rural Fire Protection District: Building permits shall be reviewed by the Caldwell Rural Fire Protection District.
  - o Southwest District Health Department: Septic permits required for each building permit.
  - o Pioneer Irrigation District: The Highline Canal is near the split line of the subject property. The open section of the canal has an easement of 16' from top of bank on both sides or to the toe of the ditch bank roads. The piped section of the canal has an easement of 30'-15' from center on both sides.

The request division is consistent with the record of survey; Instrument #2021-066380, described as follows:

|  |                                       |
|--|---------------------------------------|
| Parcel A: 24.28± acres   | residential building permit utilized  |
| Parcel B: 15.98± acres   | residential building permit available |
| <b>DISCLAIMER: Parcels will not be adjusted by the Assessor's Office until deeds are recorded.</b> |                                       |

**Decision:** The application to complete the described administrative land division is **APPROVED** subject to the following conditions of approval:

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules and regulations that pertain to the property. The Idaho Right to Farm Act (Idaho Code §22-4503) applies to this land use decision.
2. The construction of driveways longer than one hundred fifty feet (150') from a public street right of way to the most distant portion of an inhabited building and private roads shall be inspected and certified by the applicant's engineer prior to obtaining a certificate of occupancy.

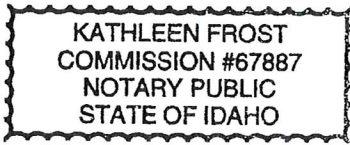
Steve Fultz  
Steve Fultz, Director

9/23/21  
Date

State of Idaho )  
County of Canyon County )

SS

On this 28<sup>th</sup> day of September, in the year of 2021, before me Kathleen Frost, a notary public, personally appeared Stephen Fultz, personally known to me to be the person(s) whose name(s) is (are) subscribed to the within instrument, and acknowledged to me that he (she)(they) executed the same.



Notary: K Frost

My Commission Expires: 6-3-2022





# N|V|5

Infinity Investments Idaho, LLC

Date: September 1, 2021

A parcel of land being a portion of Government Lots 3 & 4, the S 1/2 of the NW1/4, and a portion of the NE 1/4 of the SW 1/4 of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5, plat recorded in Book 32, Page 9, in the records of Canyon County, the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, continuing coincident with said easterly boundary of said Ashton Hills Subdivision Unit No. 5, and Ashton Hills Subdivision Unit No. 2, recorded in Book 28, Page 30, in the records of Canyon County, a distance of 1559.21 feet;

**THENCE** South 43°31'50" East, continuing coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 2, a distance of 28.10 feet;

**THENCE** North 0°24'03" East, continuing coincident with said easterly boundary of Ashton Hills Subdivision Unit No. 2, a distance of 6.91 feet to the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain the following four (4) courses and distances:

**THENCE** South 42°33'24" East a distance of 487.83 feet;

**THENCE** South 42°32'09" East a distance of 874.35 feet;

**THENCE** South 27°8'11" East a distance of 308.49 feet;

**THENCE** South 14°20'20" East a distance of 254.34 feet to a point conterminous with the East-West 1/4 section line of said Section 1;

# N|V|5

THENCE South 88°59'07" West, coincident with said East-West 1/4 section line, a distance of 53.90 feet, to the westerly Right-of-Way line of the Elijah Drain;

THENCE coincident said westerly Right-of-Way line of the Elijah Drain, South 14°22'24" East a distance of 938.49 feet to a point on the North-South 1/4 section line of said Section 1;

THENCE South 00°19'09" West, coincident with said North-South 1/4 section line, a distance of 126.26 feet, to the most easterly corner of those lands shown in Record of Survey Inst. No. 2021-011355 in the records of Canyon County;

THENCE coincident with a mid-northerly line of said Record of Survey Inst. No. 2021-011355, South 89°00'19" West a distance of 388.51 feet to an angle point;

THENCE coincident with the easterly line of said Record of Survey Inst. No. 2021-011355 the following eighteen (18) courses and distances;

THENCE North 8°26'13" West a distance of 118.38 feet;

THENCE North 15°24'37" West a distance of 81.03 feet;

THENCE North 21°51'17" West a distance of 109.25 feet;

THENCE North 27°30'12" West a distance of 79.43 feet;

THENCE North 33°37'37" West a distance of 51.87 feet;

THENCE North 34°29'17" West a distance of 37.56 feet;

THENCE North 40°50'26" West a distance of 63.44 feet;

THENCE North 47°4'53" West a distance of 72.19 feet;

THENCE North 54°9'35" West a distance of 62.71 feet;

THENCE North 61°17'21" West a distance of 56.82 feet;

THENCE North 73°35'36" West a distance of 47.01 feet;

THENCE South 89°7'32" West a distance of 99.34 feet;

# N|V|5

THENCE South 63°24'4" West a distance of 106.36 feet;

THENCE North 25°14'33" West a distance of 215.50 feet;

THENCE North 33°58'7" West a distance of 249.94 feet;

THENCE North 62°47'28" West a distance of 48.59 feet;

THENCE North 73°32'50" West a distance of 43.93 feet;

THENCE North 63°33'29" West a distance of 8.36 feet to the westerly line of the NE1/4SW1/4;

THENCE leaving said easterly line of Record of Survey Inst. No. 2021-011355, coincident with said westerly line of the NE1/4SW1/4, North 0°24'19" East a distance of 15.83 feet to the Center-West 1/16<sup>th</sup> corner of said Section 1;

THENCE coincident with said East-West 1/4 section line, South 88°59'50" West a distance of 42.25 feet to the **POINT OF BEGINNING**.

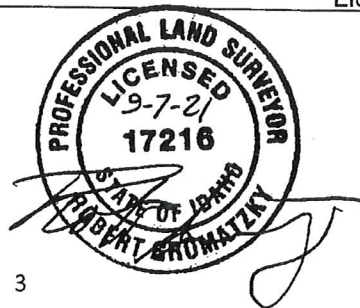
The above described parcel contains 1,753741.97 square feet or 40.26 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.  
End of Description

License No. 17216



3

# N|V|5

**Tract A**

**Date: September 1, 2021**

A parcel of land being a portion of Government Lots 3 & 4, and a portion of the S 1/2 of the NW1/4, Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5 plat recorded in Book 32, Page 9, in the records of Canyon County;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet to the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, continuing coincident with said easterly boundary of said Ashton Hills Subdivision Unit No. 5, and Ashton Hills Subdivision Unit No. 2, recorded in Book 28, Page 30, in the records of Canyon County, a distance of 1539.09 feet;

**THENCE** South 43°31'50" East, continuing coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 2, a distance of 28.10 feet;

**THENCE** North 0°24'03" East, continuing coincident with said easterly boundary of Ashton Hills Subdivision Unit No. 2, a distance of 6.91 feet to the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain the following four (4) courses and distances:

**THENCE** South 42°33'24" East a distance of 487.83 feet;

**THENCE** South 42°32'09" East a distance of 874.35 feet;

**THENCE** South 27°8'11" East a distance of 308.49 feet;

# N|V|5

THENCE South 14°20'20" East a distance of 251.53 feet;

THENCE leaving said centerline of the Elijah Drain, South 89°49'55" West a distance of 1176.27 feet to the **POINT OF BEGINNING**.

The above described parcel contains 1,057,513.44 square feet or 24.28 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.  
End of Description

License No. 17216



# N|V|5

**Tract B**

**Date: September 1, 2021**

A parcel of land being a portion of the S 1/2 of the NW1/4, and a portion of the NE 1/4 of the SW 1/4 of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5, plat recorded in Book 32, Page 9, in the records of Canyon County, the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet;

**THENCE** leaving said easterly boundary of Ashton Hills Subdivision Unit No. 5, North 89°49'55" East a distance of 1176.27 feet to a point conterminous with the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain, South 14°20'20" East a distance of 2.81 feet to a point conterminous with the East-West 1/4 section line of said Section 1;

**THENCE** South 88°59'07" West, coincident with said East-West 1/4 section line, a distance of 53.90 feet, to the westerly Right-of-Way line of the Elijah Drain;

**THENCE** coincident said westerly Right-of-Way line of the Elijah Drain, South 14°22'24" East a distance of 938.49 feet to a point on the North-South 1/4 section line of said Section 1;

**THENCE** South 00°19'09" West, coincident with said North-South 1/4 section line, a distance of 126.26 feet, to the most easterly corner of those lands shown in Record of Survey Inst. No. 2021-011355 in the records of Canyon County;

**THENCE** coincident with a mid-northerly line of said Record of Survey Inst. No. 2021-011355, South 89°00'19" West a distance of 388.51 feet to an angle point;

# N|V|5

THENCE coincident with the easterly line of said Record of Survey Inst. No. 2021-011355 the following eighteen (18) courses and distances;

THENCE North 8°26'13" West a distance of 118.38 feet;

THENCE North 15°24'37" West a distance of 81.03 feet;

THENCE North 21°51'17" West a distance of 109.25 feet;

THENCE North 27°30'12" West a distance of 79.43 feet;

THENCE North 33°37'37" West a distance of 51.87 feet;

THENCE North 34°29'17" West a distance of 37.56 feet;

THENCE North 40°50'26" West a distance of 63.44 feet;

THENCE North 47°4'53" West a distance of 72.19 feet;

THENCE North 54°9'35" West a distance of 62.71 feet;

THENCE North 61°17'21" West a distance of 56.82 feet;

THENCE North 73°35'36" West a distance of 47.01 feet;

THENCE South 89°7'32" West a distance of 99.34 feet;

THENCE South 63°24'4" West a distance of 106.36 feet;

THENCE North 25°14'33" West a distance of 215.50 feet;

THENCE North 33°58'7" West a distance of 249.94 feet;

THENCE North 62°47'28" West a distance of 48.59 feet;

THENCE North 73°32'50" West a distance of 43.93 feet;

THENCE North 63°33'29" West a distance of 8.36 feet to the westerly line of the NE1/4SW1/4;

# N|V|5

THENCE leaving said easterly line of Record of Survey Inst. No. 2021-011355, coincident with said westerly line of the NE1/4SW1/4, North 0°24'19" East a distance of 15.83 feet to the Center-West 1/16<sup>th</sup> corner of said Section 1;

THENCE coincident with said East-West 1/4 section line, South 88°59'50" West a distance of 42.25 feet to the **POINT OF BEGINNING**.

The above described parcel contains 696,228.53 square feet or 15.98 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.

License No. 17216

End of Description





SOUTHWEST DISTRICT HEALTH

ADMINISTRATIVE LAND DIVISION LETTER OF ACKNOWLEDGEMENT

To: Mitch Southwest District Health Date: 7-13-21

Applicant Name: Bonnie Layton / Infinity Investments Idaho, LLC

Current Mailing Address: 3631 S. Pheasant Tail Way, Boise, ID 83716

Site (Subject Property) Address: 4107 Laster Lane, Caldwell, ID Parcel #R32479

Phone Number: 208-724-2624 Fax: \_\_\_\_\_

E-mail address: Bonnie.Layton@NV5.com

Type of Administrative Land Division Application:

- Administrative Land Division [Canyon County Code § 07-18-01]
- Transfer of Building Permits [Canyon County Code § 07-18-03]

**OFFICIAL USE ONLY BELOW THIS LINE**

LETTER OF ACKNOWLEDGEMENT ACTION:

Determination and Decision and Order on Application for Letter of Acknowledgement:

Approval (This approval does not guarantee a septic permit will be issued). Owner or applicant is responsible for applying for a sub-surface sewage application through Southwest District Health (SWDH). To determine compliance with IDAPA 58.01.03 SWDH will need to complete an on-site evaluation prior to issuing a permit.

Denied (A septic system cannot be permitted on the parcels as proposed)

Approval Conditions, if any, are herein set forth:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*This acknowledgement is valid only for six months from the date issued.*

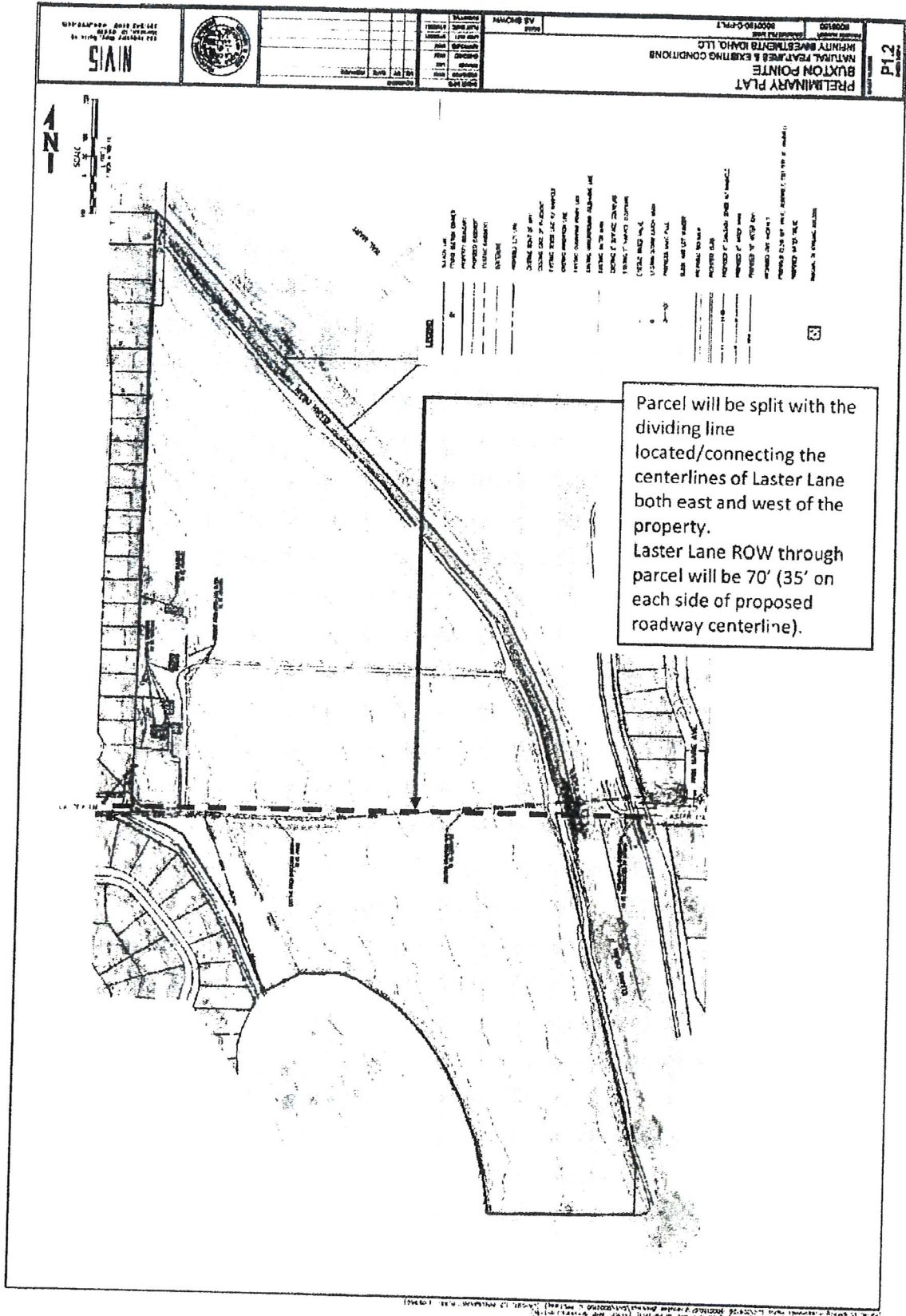
Dated: 7/27/21

Signed *Patricia Keet*  
Authorized Southwest District Health Representative

Copy of completed form received by Canyon County Development Services

on \_\_\_\_\_ (date) Received By (DSD Staff) : \_\_\_\_\_

Revised 4/21/21



Parcel will be split with the dividing line located/connecting the centerlines of Laster Lane both east and west of the property. Laster Lane ROW through parcel will be 70' (35' on each side of proposed roadway centerline).

ADMINISTRATIVE LAND DIVISION LETTER OF ACKNOWLEDGEMENT

To: Mark Zirschky - Pioneer Irrigation District

Date: 7-13-21

Applicant Name: Bonnie Layton/Infinity Investments Idaho, LLC

Current Mailing Address: 3631 S. Pheasant Tail Way, Boise, ID 83716

Site (Subject Property) Address: 4107 Laster Lane, Caldwell, ID Parcel # R32479

Phone Number: 208-724-2624

Fax: \_\_\_\_\_

E-mail address: Bonnie.Layton@NV5.com

Type of Administrative Land Division Application:

- Administrative Land Division [Canyon County Code § 07-18-01]
- Transfer of Building Permits [Canyon County Code § 07-18-03]

**OFFICIAL USE ONLY BELOW THIS LINE**

LETTER OF ACKNOWLEDGEMENT ACTION:

Determination and Decision and Order on Application for Letter of Acknowledgement:

- Approval
- Approval Subject to Conditions
- Denied

Approval Conditions, if any, are herein set forth:

Pioneer Irrigation Districts Highline Canal is in a pipe and an open ditch. The pipe section has an easement of 30'-15' from center, open stretch has an easement of 16' from top of bank on both sides or to the toe on each side. See attached Exhibit

*This acknowledgement is valid only for six months from the date issued.*

Basis for action:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Dated: July 30, 2021

Signed [Signature]  
 Authorized Irrigation District Representative

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**Notice of final action:** Please note than unless an appeal of this decision is filed with the Secretary of the District, within fourteen (14) days of date of service, this is a final action. Appeals will be heard by the Board of Commissioners of this District at an open meeting, as scheduled by the Commissioners of this District.

(Copy retained by District in official files and copy to Applicant)

---

**Copy of completed form received by Canyon County Development Services**

on \_\_\_\_\_ (date) Received By (DSD Staff) : \_\_\_\_\_

Revised 4/21/21

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**EXHIBIT**

**Approval conditions,**

**As the document indicates, the Highline Canal is near the split line of this property. The open section of the canal has an easement of 16' from top of bank on both sides or to the toe of the ditch bank roads. The piped section of the canal has an easement of 30' – 15' from center on both sides. This easement must be referenced on any plat documents and protected.**

**Per Idaho Code, 42-1209, written permission must be obtained from Pioneer Irrigation District, prior to any modification or encroachment of the Highline Canal or corresponding easements.**

FIRE DISTRICT

ADMINISTRATIVE LAND DIVISION LETTER OF ACKNOWLEDGEMENT

To: Caldwell Rural Protection Fire District Date: 7-13-21

Applicant Name: Bonnie Layton/Infinity Investments Idaho, LLC

Current Mailing Address: 3631 S. Pheasant Tail Way, Boise, ID 83716

Site (Subject Property) Address: 4107 Laster Lane, Caldwell, ID Parcel # R32479

Phone Number: 208-724-2624 Fax: \_\_\_\_\_

E-mail address: Bonnie.Layton@NV5.com

Type of Administrative Land Division Application:

- Administrative Land Division [Canyon County Code § 07-18-01]  
 Transfer of Building Permits [Canyon County Code § 07-18-03]

OFFICIAL USE ONLY BELOW THIS LINE

LETTER OF ACKNOWLEDGEMENT ACTION:

Determination and Decision and Order on Application for Letter of Acknowledgement:

- Approval  Approval Subject to Conditions   
Denied

Approval Conditions, if any, are herein set forth:

All Building permits shall be reviewed by the Caldwell Rural Fire Protection District prior to issuance

*This acknowledgement is valid only for six months from the date issued.*

Basis for action:

C RFPD shall review and approve permits for building as for applicable International Code Council (Fire) Compliance

Dated: 8/12/21

Signed: [Signature]  
Authorized Fire District Representative  
Revised 4/21/21



CANYON HIGHWAY DISTRICT No. 4  
15435 HIGHWAY 44  
CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135  
FAX 208/454-2008

August 30, 2021

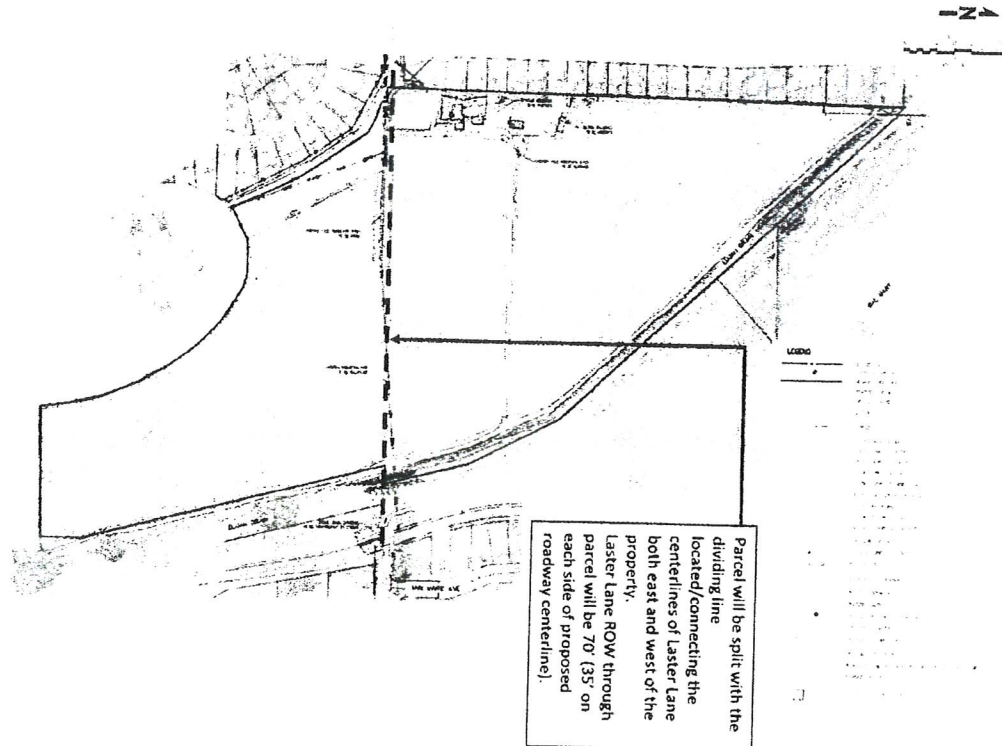
Canyon County Development Services  
111 N. 11<sup>th</sup> Ave Suite 140  
Caldwell, Idaho 83605

Infinity Investments Idaho, LLC  
Bonnie Layton  
3631 S. Pheasant Tail Way  
Boise, ID 83716

**RE: Administrative Land Division- Canyon County Parcels R3247900000**

This staff report, which consists of 2 pages, represents the letter of acknowledgement for the Infinity Investments Idaho, LLC administrative land division request as stated herein [Canyon County Code 07-18-01]. The parcel is located in Township 3N Range 3W Section 1. The following comments are based on the concept shown below. The request consists of splitting parcel, R3247900000, of 40.14 acres into two parcels:

- Parcel 1 of approximately 23.9 acres
- Parcel 2 of approximately 16.2 acres



The following represents the District's current policies to which the parcels may be subject to at time of development. These standards are subject to change and the standards/policies in effect at the time of approach permit application shall apply.

**Right-of-Way**

Subject parcel has public road frontage onto two stubs of Laster Lane. Laster Lane is under the jurisdiction of Caldwell City. As a result, an approach permit is required from Caldwell City prior to building.

At time of approach permit, Caldwell may require right-of-way dedication consistent with Caldwell City policy/code to CHD4.

**Access**

Access onto Laster is under the jurisdiction of Caldwell City. Staff recommends the client seek input from Caldwell City.

**Approach Permits**

Approach permits are required from Caldwell City.

**Setbacks**

Section and quarter-section lines are preserved for future collector/arterial roads and are subject to setbacks in accordance with Canyon County Code 07-10-19 and 07-10-21.

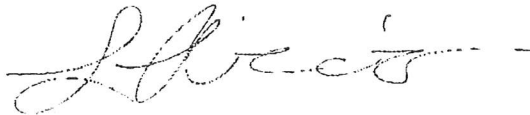
- A 70' setback is applicable each side of the east/west quarter section line. This is located generally near the centerlines of the two portions of Laster Lane.

**Out-Parcel**

If at any time either lot as referenced in the concept shown on page 1 subdivides, frontage improvements shall be required across Laster Lane.

These conditions and attachments are based upon the Highway Standards & Development Procedures for the Association of Canyon County Highway Districts 2017 Edition and Policies.

Sincerely,



Lenny Riccio, E.I.T.  
Transportation Planner  
Assistant District Engineer



# N|V|5

Infinity Investments Idaho, LLC

Date: September 1, 2021

A parcel of land being a portion of the S 1/2 of the NW1/4, and a portion of the NE 1/4 of the SW 1/4 of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5, plat recorded in Book 32, Page 9, in the records of Canyon County, the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, continuing coincident with said easterly boundary of said Ashton Hills Subdivision Unit No. 5, and Ashton Hills Subdivision Unit No. 2, recorded in Book 28, Page 30, in the records of Canyon County, a distance of 1559.21 feet;

**THENCE** South 43°31'50" East, continuing coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 2, a distance of 28.10 feet;

**THENCE** North 0°24'03" East, continuing coincident with said easterly boundary of Ashton Hills Subdivision Unit No. 2, a distance of 6.91 feet to the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain the following four (4) courses and distances:

**THENCE** South 42°33'24" East a distance of 487.83 feet;

**THENCE** South 42°32'09" East a distance of 874.35 feet;

**THENCE** South 27°8'11" East a distance of 308.49 feet;

**THENCE** South 14°20'20" East a distance of 254.34 feet to a point conterminous with the East-West 1/4 section line of said Section 1;

# N|V|5

THENCE South  $88^{\circ}59'07''$  West, coincident with said East-West 1/4 section line, a distance of 54.13 feet, to the westerly Right-of-Way line of the Elijah Drain;

THENCE coincident said westerly Right-of-Way line of the Elijah Drain, South  $14^{\circ}22'24''$  East a distance of 939.35 feet to a point on the North-South 1/4 section line of said Section 1;

THENCE South  $00^{\circ}19'09''$  West, coincident with said North-South 1/4 section line, a distance of 125.41 feet, to the most easterly corner of those lands shown in Record of Survey Inst. No. 2021-011355 in the records of Canyon County;

THENCE coincident with a mid-northerly line of said Record of Survey Inst. No. 2021-011355, South  $89^{\circ}00'19''$  West a distance of 388.51 feet to an angle point;

THENCE coincident with the easterly line of said Record of Survey Inst. No. 2021-011355 the following eighteen (18) courses and distances;

THENCE North  $8^{\circ}26'13''$  West a distance of 118.38 feet;

THENCE North  $15^{\circ}24'37''$  West a distance of 81.03 feet;

THENCE North  $21^{\circ}51'17''$  West a distance of 109.25 feet;

THENCE North  $27^{\circ}30'12''$  West a distance of 79.43 feet;

THENCE North  $33^{\circ}37'37''$  West a distance of 51.87 feet;

THENCE North  $34^{\circ}29'17''$  West a distance of 37.56 feet;

THENCE North  $40^{\circ}50'26''$  West a distance of 63.44 feet;

THENCE North  $47^{\circ}4'53''$  West a distance of 72.19 feet;

THENCE North  $54^{\circ}9'35''$  West a distance of 62.71 feet;

THENCE North  $61^{\circ}17'21''$  West a distance of 56.82 feet;

THENCE North  $73^{\circ}35'36''$  West a distance of 47.01 feet;

THENCE South  $89^{\circ}7'32''$  West a distance of 99.34 feet;

# N|V|5

THENCE South 63°24'4" West a distance of 106.36 feet;

THENCE North 25°14'33" West a distance of 215.50 feet;

THENCE North 33°58'7" West a distance of 249.94 feet;

THENCE North 62°47'28" West a distance of 48.59 feet;

THENCE North 73°32'50" West a distance of 43.93 feet;

THENCE North 63°33'29" West a distance of 8.36 feet to the westerly line of the NE1/4SW1/4;

THENCE leaving said easterly line of Record of Survey Inst. No. 2021-011355, coincident with said westerly line of the NE1/4SW1/4, North 0°24'19" East a distance of 15.83 feet to the Center-West 1/16<sup>th</sup> corner of said Section 1;

THENCE coincident with said East-West 1/4 section line, South 88°59'50" West a distance of 42.25 feet to the **POINT OF BEGINNING**.

The above described parcel contains 1,753540.02 square feet or 40.26 acres, more or less.

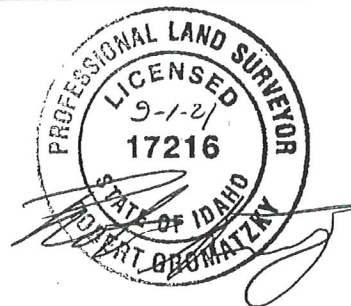
Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.

License No. 17216

End of Description



# N|V|5

Date: September 1, 2021

## Tract A

A parcel of land being a portion of Government Lots 3 & 4, and a portion of the S 1/2 of the NW1/4, Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5 plat recorded in Book 32, Page 9, in the records of Canyon County;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet to the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, continuing coincident with said easterly boundary of said Ashton Hills Subdivision Unit No. 5, and Ashton Hills Subdivision Unit No. 2, recorded in Book 28, Page 30, in the records of Canyon County, a distance of 1539.09 feet;

**THENCE** South 43°31'50" East, continuing coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 2, a distance of 28.10 feet;

**THENCE** North 0°24'03" East, continuing coincident with said easterly boundary of Ashton Hills Subdivision Unit No. 2, a distance of 6.91 feet to the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain the following four (4) courses and distances:

**THENCE** South 42°33'24" East a distance of 487.83 feet;

**THENCE** South 42°32'09" East a distance of 874.35 feet;

**THENCE** South 27°8'11" East a distance of 308.49 feet;

# N|V|5

THENCE South 14°20'20" East a distance of 251.53 feet;

THENCE leaving said centerline of the Elijah Drain, South 89°49'55" West a distance of 1176.27 feet to the **POINT OF BEGINNING**.

The above described parcel contains 1,057,513.44 square feet or 24.28 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

Robert Gromatzky, P.L.S.  
End of Description

License No. 17216



# N|V|5

## Tract B

Date: September 1, 2021

A parcel of land being a portion of the S 1/2 of the NW1/4, and a portion of the NE 1/4 of the SW 1/4 of Section 1, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and being more particularly described as follows:

**COMMENCING** at the West quarter corner of said Section 1, monumented by a 2.5" aluminum cap (Corner Record No. 200562167 in the records of Canyon County), **WHENCE** the North 1/16<sup>th</sup> corner on the West line of said Section 1, monumented by a 5/8" rebar with an illegible blue plastic cap (Corner Record No. 2019-004644 in the records of Canyon County), bears North 00°28'29" East a distance of 1,323.13 feet;

**THENCE** North 88°59'50" East, coincident with the East-West 1/4 section line of said Section 1, a distance of 1319.64 feet, to the southeast corner of the Ashton Hills Subdivision Unit No 5, plat recorded in Book 32, Page 9, in the records of Canyon County, the **POINT OF BEGINNING**;

**THENCE** North 01°13'20" East, coincident with the easterly boundary of said Ashton Hills Subdivision Unit No. 5, a distance of 20.12 feet;

**THENCE** leaving said easterly boundary of Ashton Hills Subdivision Unit No. 5, North 89°49'55" East a distance of 1176.27 feet to a point conterminous with the centerline of the Elijah Drain;

**THENCE** coincident with said centerline of the Elijah Drain, South 14°20'20" East a distance of 2.81 feet to a point conterminous with the East-West 1/4 section line of said Section 1;

**THENCE** South 88°59'07" West, coincident with said East-West 1/4 section line, a distance of 54.13 feet, to the westerly Right-of-Way line of the Elijah Drain;

**THENCE** coincident said westerly Right-of-Way line of the Elijah Drain, South 14°22'24" East a distance of 939.35 feet to a point on the North-South 1/4 section line of said Section 1;

**THENCE** South 00°19'09" West, coincident with said North-South 1/4 section line, a distance of 125.41 feet, to the most easterly corner of those lands shown in Record of Survey Inst. No. 2021-011355 in the records of Canyon County;

**THENCE** coincident with a mid-northerly line of said Record of Survey Inst. No. 2021-011355, South 89°00'19" West a distance of 388.51 feet to an angle point;

# N|V|5

THENCE coincident with the easterly line of said Record of Survey Inst. No. 2021-011355 the following eighteen (18) courses and distances;

THENCE North 8°26'13" West a distance of 118.38 feet;

THENCE North 15°24'37" West a distance of 81.03 feet;

THENCE North 21°51'17" West a distance of 109.25 feet;

THENCE North 27°30'12" West a distance of 79.43 feet;

THENCE North 33°37'37" West a distance of 51.87 feet;

THENCE North 34°29'17" West a distance of 37.56 feet;

THENCE North 40°50'26" West a distance of 63.44 feet;

THENCE North 47°4'53" West a distance of 72.19 feet;

THENCE North 54°9'35" West a distance of 62.71 feet;

THENCE North 61°17'21" West a distance of 56.82 feet;

THENCE North 73°35'36" West a distance of 47.01 feet;

THENCE South 89°7'32" West a distance of 99.34 feet;

THENCE South 63°24'4" West a distance of 106.36 feet;

THENCE North 25°14'33" West a distance of 215.50 feet;

THENCE North 33°58'7" West a distance of 249.94 feet;

THENCE North 62°47'28" West a distance of 48.59 feet;

THENCE North 73°32'50" West a distance of 43.93 feet;

THENCE North 63°33'29" West a distance of 8.36 feet to the westerly line of the NE1/4SW1/4;

# N|V|5

THENCE leaving said easterly line of Record of Survey Inst. No. 2021-011355, coincident with said westerly line of the NE1/4SW1/4, North 0°24'19" East a distance of 15.83 feet to the Center-West 1/16<sup>th</sup> corner of said Section 1;

THENCE coincident with said East-West 1/4 section line, South 88°59'50" West a distance of 42.25 feet to the **POINT OF BEGINNING**.

The above described parcel contains 696,026.58 square feet or 15.98 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings is North 00°28'29" East between the W1/4 corner and the N1/16 corner on the West line of said Section 1, Township 3 North, Range 3 West, Boise Meridian.

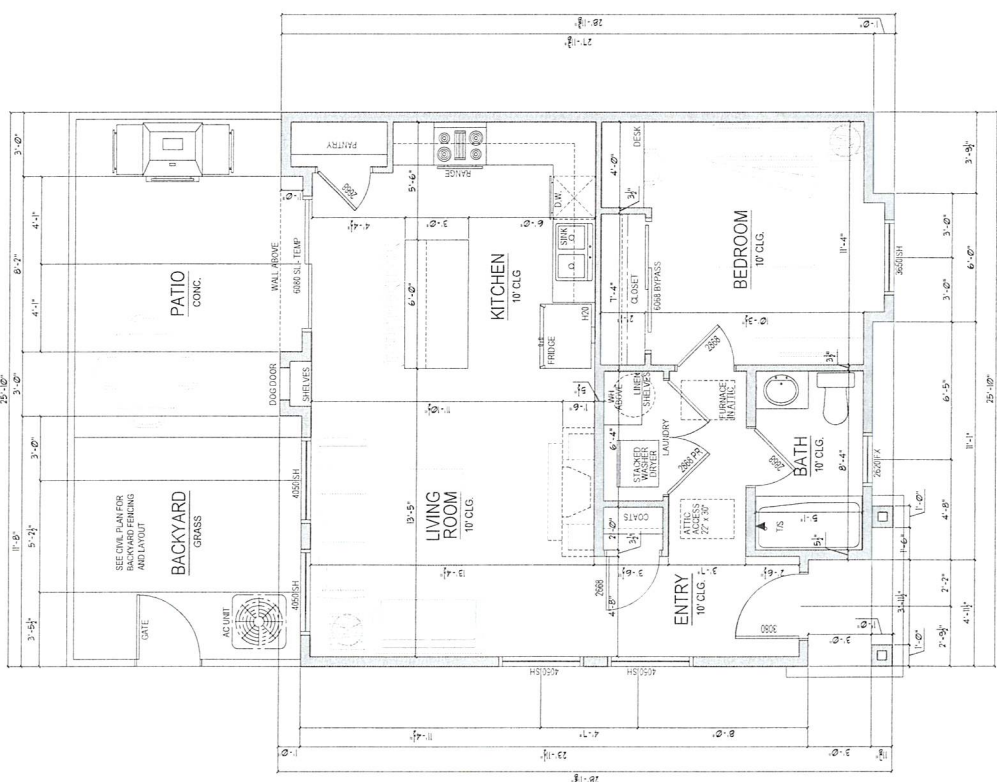
Robert Gromatzky, P.L.S.

License No. 17216

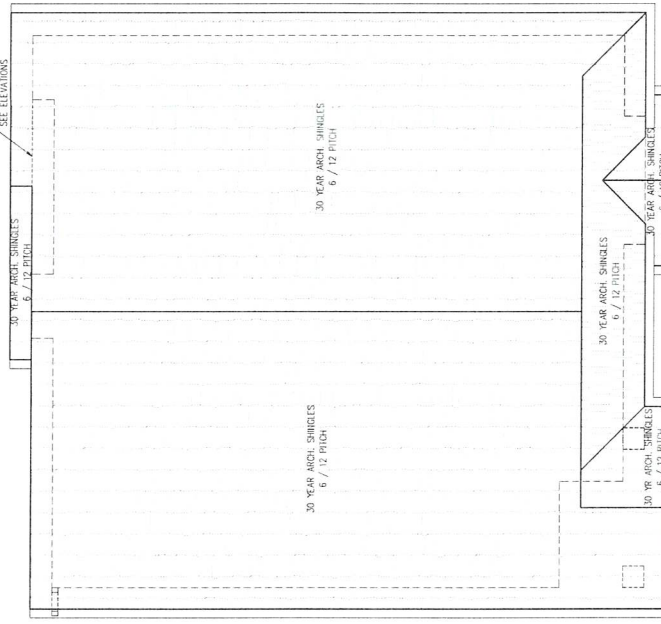
End of Description







(TYPE A)  
MAIN FLOOR PLAN  
SCALE: 3/8" = 1'-0"  
015.07



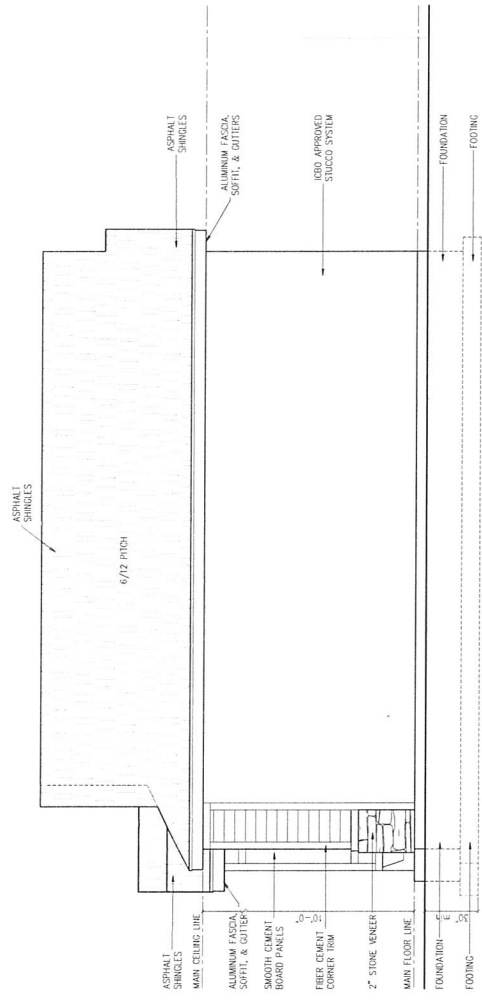
(TYPE A)  
ROOF PLAN  
SCALE: 3/8" = 1'-0"

ATIC VENTILATION CALCULATIONS  
 841 SF / 200 = 3 SF/ TRILE AREA  
 PROVIDE: 1.5 SF IN RIDGE VENTS,  
 1.5 SF IN ROOF VENTS, OR  
 A COMBINATION OF BOTH.

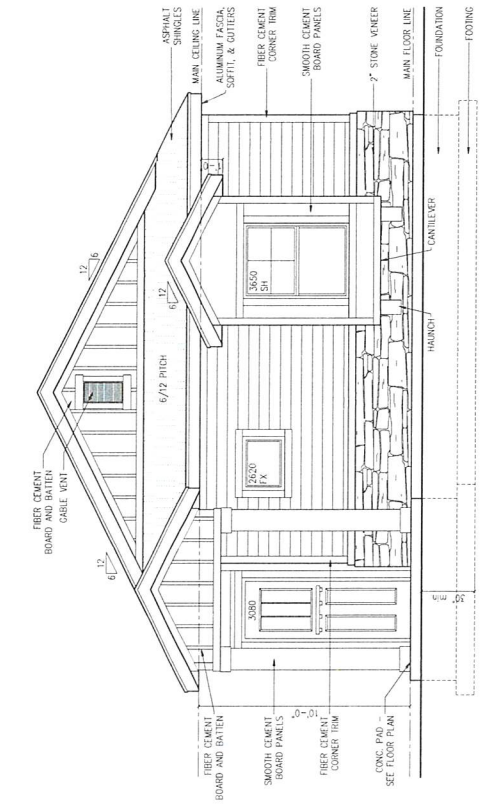
PROVIDE 100% AIR EXCHANGE, ALL  
 PANES AND WALLS SHALL BE 1/2" MIN.

REMARKS

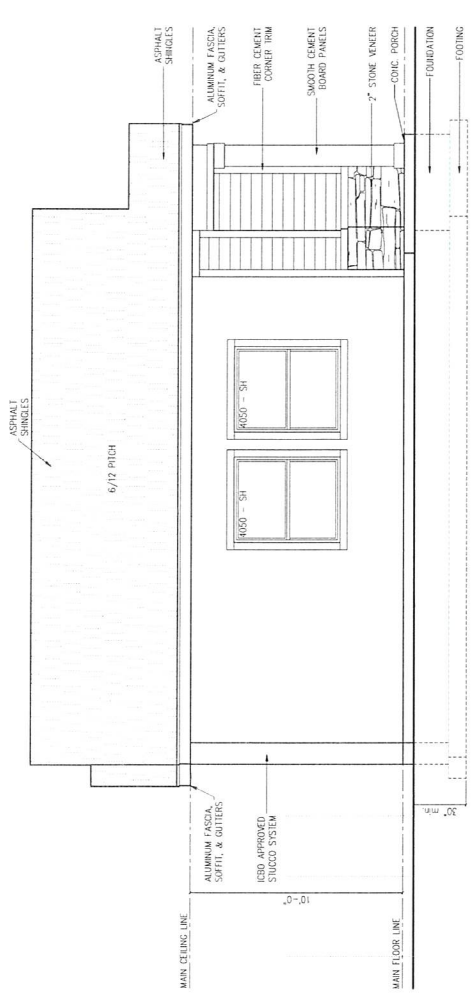
DRAWN BY  
BRH



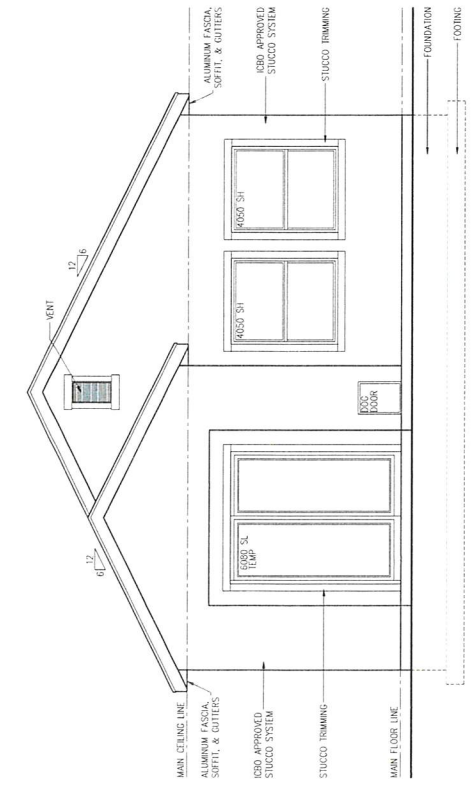
(TYPE A)  
RIGHT ELEVATION  
SCALE: 3/8" = 1'-0"



(TYPE A)  
FRONT ELEVATION  
SCALE: 3/8" = 1'-0"



(TYPE A)  
LEFT ELEVATION  
SCALE: 3/8" = 1'-0"



(TYPE A)  
REAR ELEVATION  
SCALE: 3/8" = 1'-0"

ELEVATION - OPTION 1

ALANTE - SPRING RUN - TYPE A - (MAY 2022)

REVISIONS

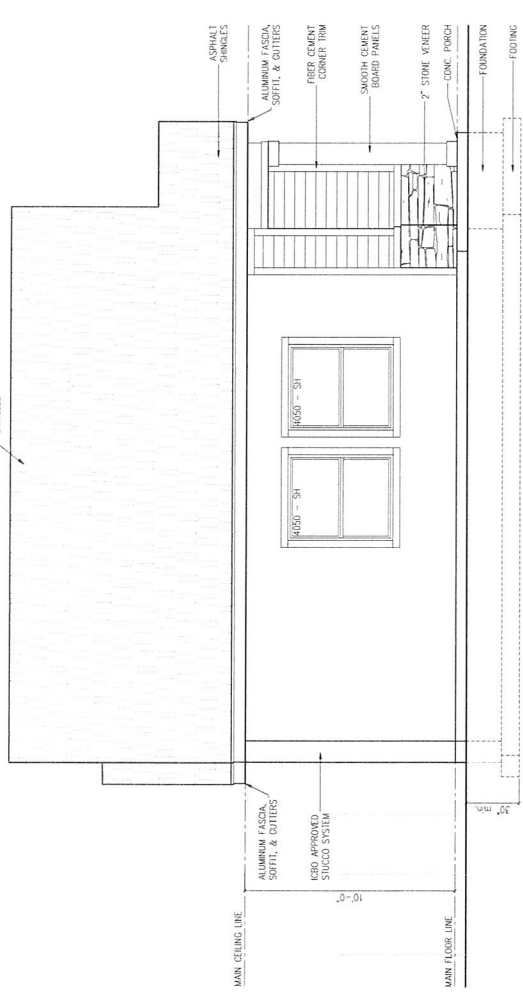
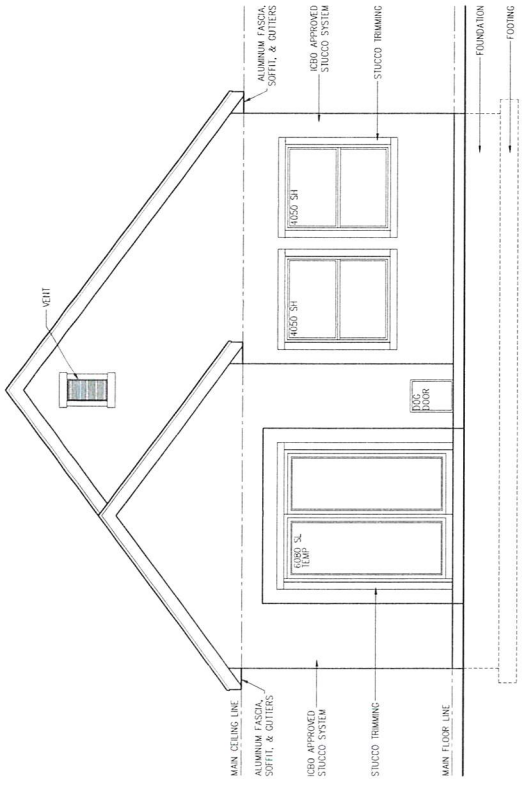
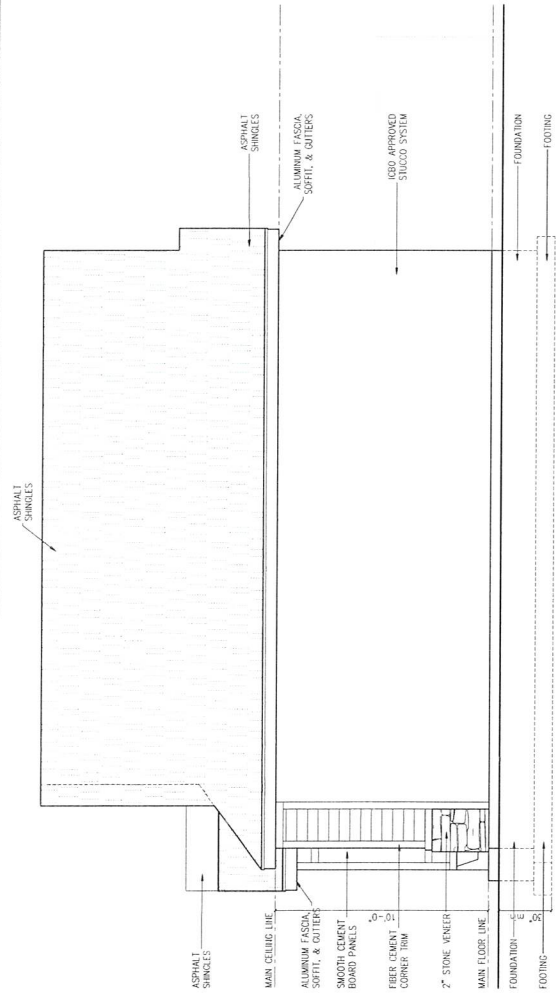
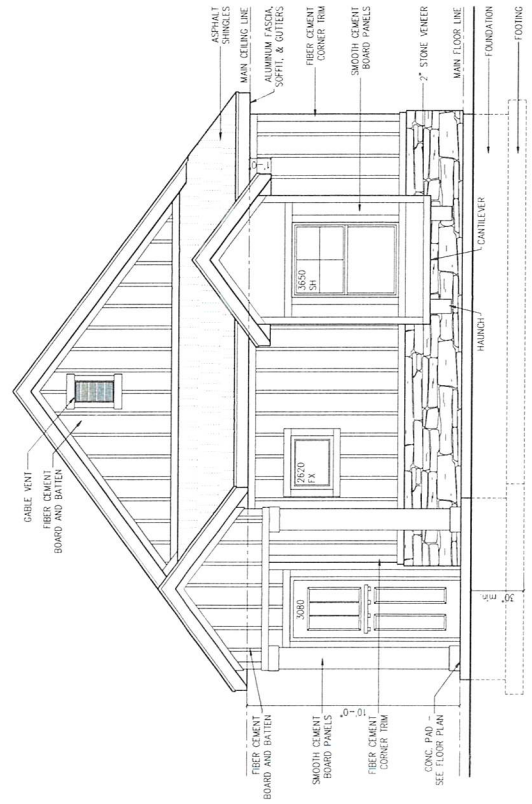
DATE: 05/11/22  
BY: BKH

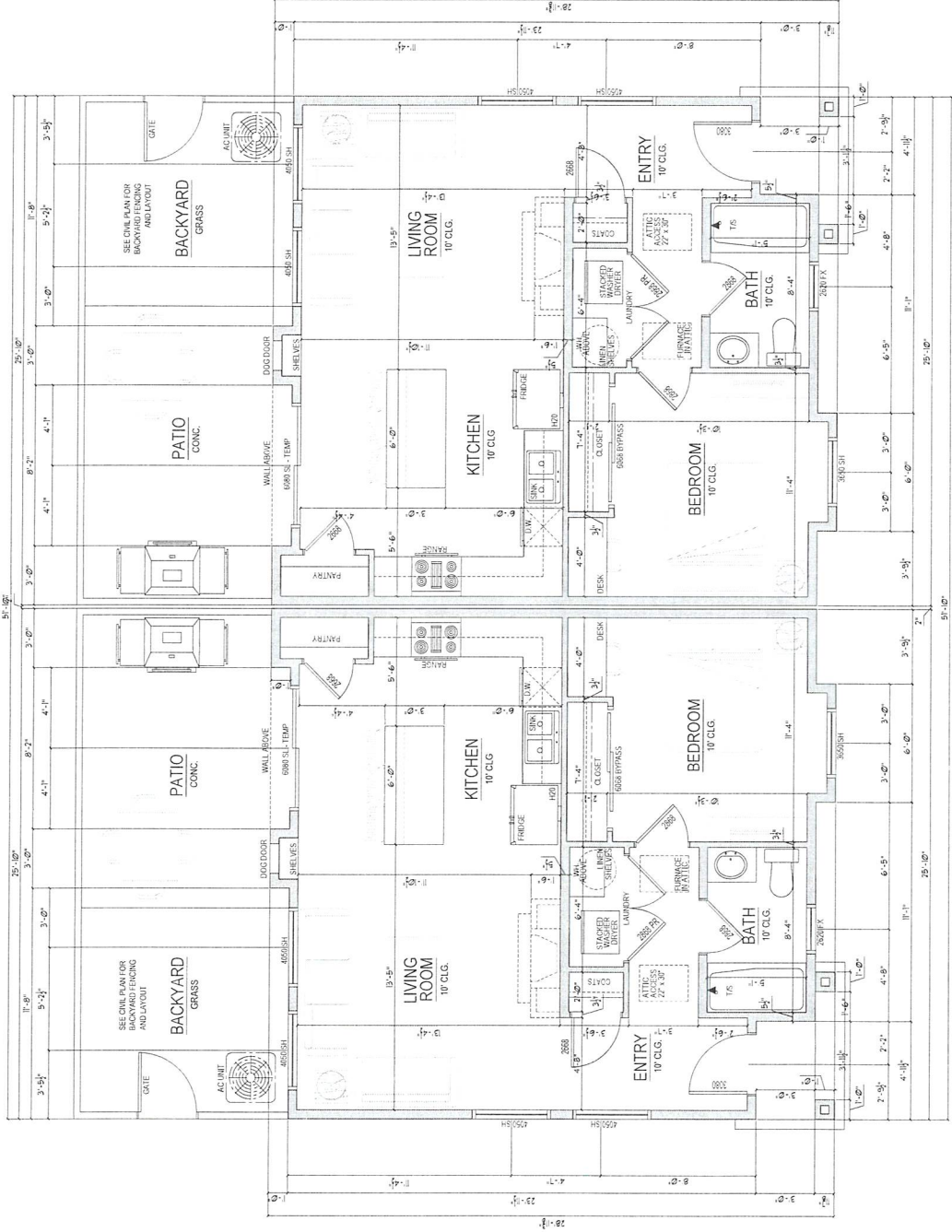
ALANTE - TYPE A - 1 BEDROOM

A2.0

ALANTE - SPRING RUN - TYPE A - (MAY 2022)

# ELEVATION - OPTION 2





(TYPE AA)  
**MAIN FLOOR PLAN**  
 653 SF (EACH UNIT)  
 SCALE: 3/8" = 1'-0"

ALANTE - SPRING RUN - TYPE AA - DUPLEX - (MAY 2022)



REVISIONS

DRAWN BY  
BNH

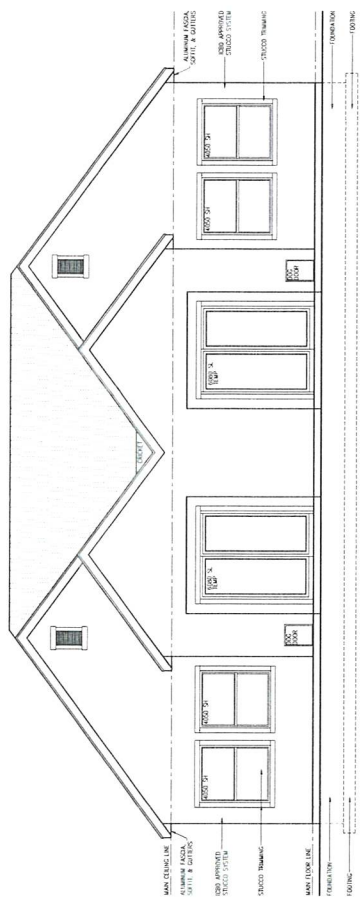
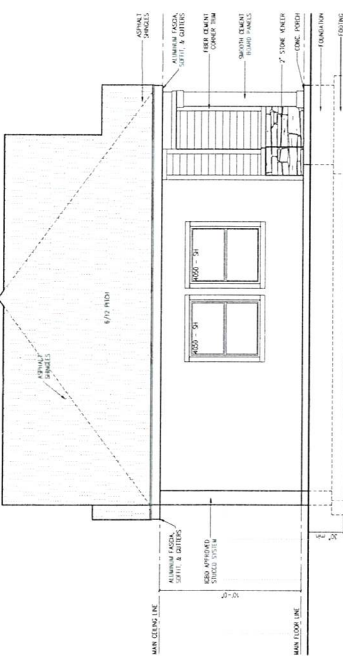
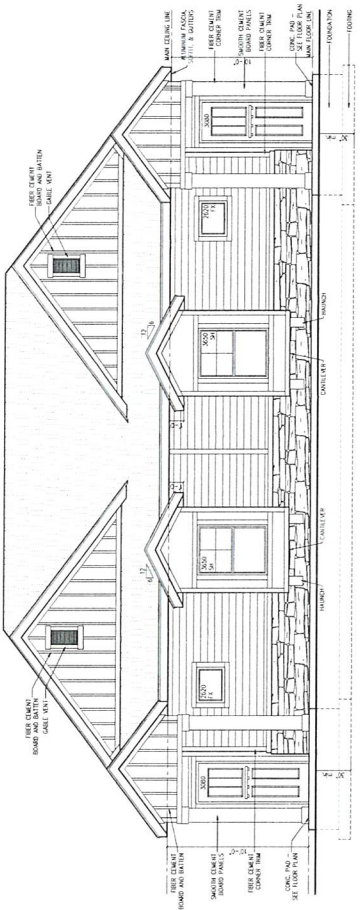
HARRIS ARCHITECTURE  
 115 EAST 820 NORTH, SUITE 100, OREM UT 84057 | WWW.HARRISARCHITECT.COM

ALANTE - TYPE AA - 1 BDR/ROOM  
 A NEW RESIDENCE FOR ALANTE - (DUPLEX)  
 ELEVATIONS

MAY 2022  
 CALDWELL IDRAW

A2.0

ALANTE - SPRING RUN - TYPE AA - DUPLEX - (MAY 2022)



ELEVATION - OPTION 2

REMARKS

DRAWN BY: BKH

DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B

SCALE: 1/4" = 1'-0"

DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B

SCALE: 1/4" = 1'-0"

DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B

SCALE: 1/4" = 1'-0"

DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B

SCALE: 1/4" = 1'-0"

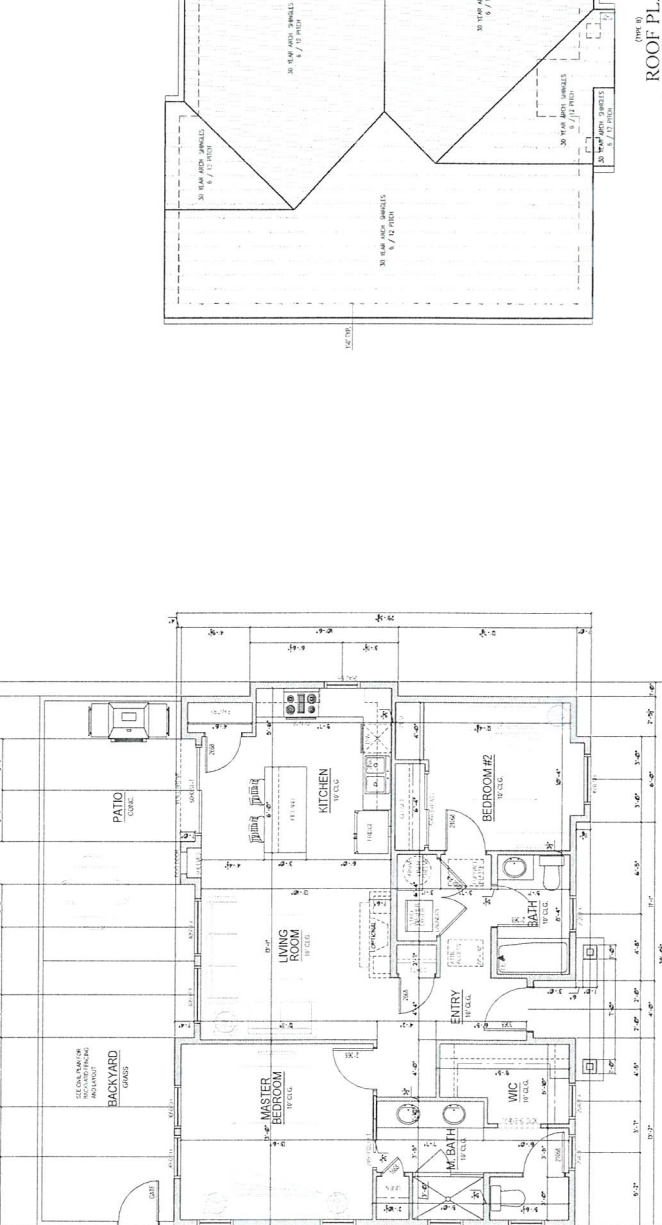
DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B

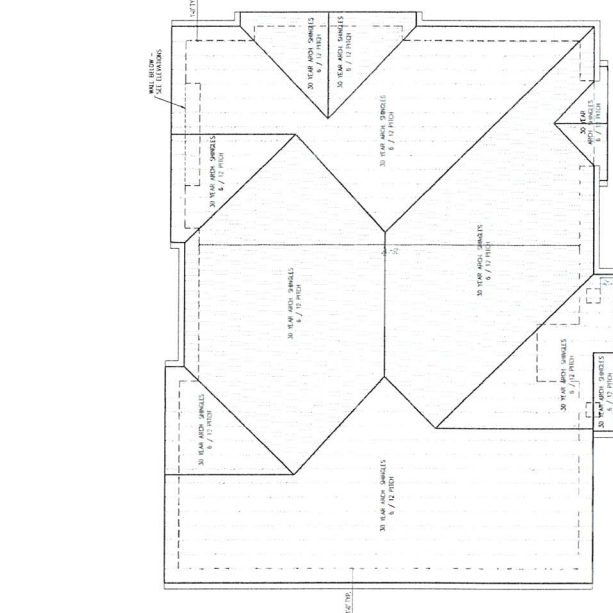
SCALE: 1/4" = 1'-0"

DATE: 5/10/22

PROJECT: ALANTE - SPRING RUN - TYPE B



(TYPE B)  
**MAIN FLOOR PLAN**  
 SCALE: 1/4" = 1'-0" 1027 SF



(TYPE B)  
**ROOF PLAN**

30 YEAR ASH SHINGLES  
 5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

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5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

5/12 PITCH

1027 SF

30 YEAR ASH SHINGLES

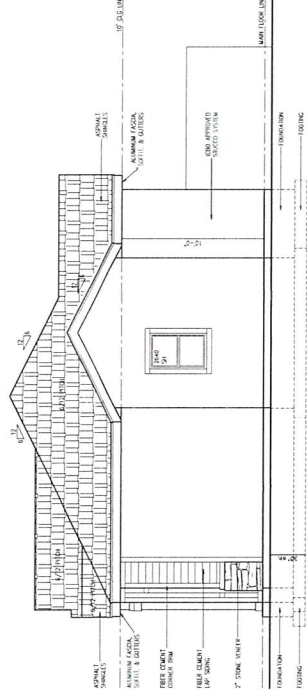
5/12 PITCH

1027 SF

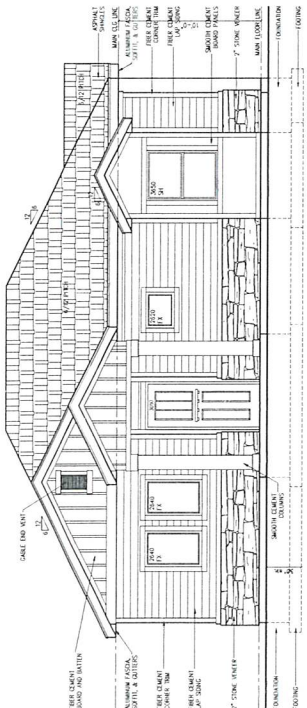
30 YEAR ASH SHINGLES

5/12 PITCH

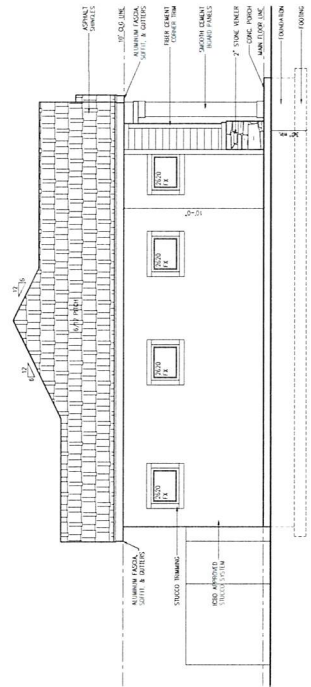
1027 SF



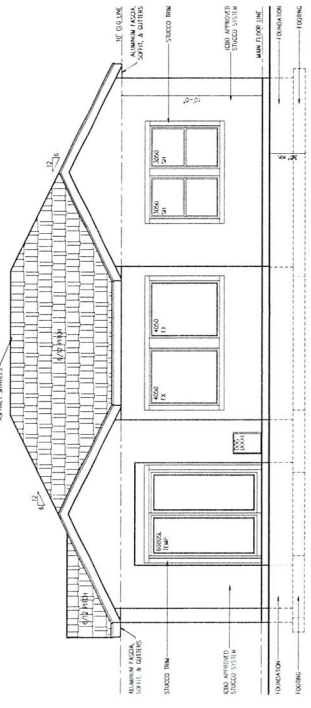
RIGHT ELEVATION  
SCALE: 1/4" = 1'-0"



FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



LEFT ELEVATION  
SCALE: 1/4" = 1'-0"



REAR ELEVATION  
SCALE: 1/4" = 1'-0"

ELEVATION - OPTION 1

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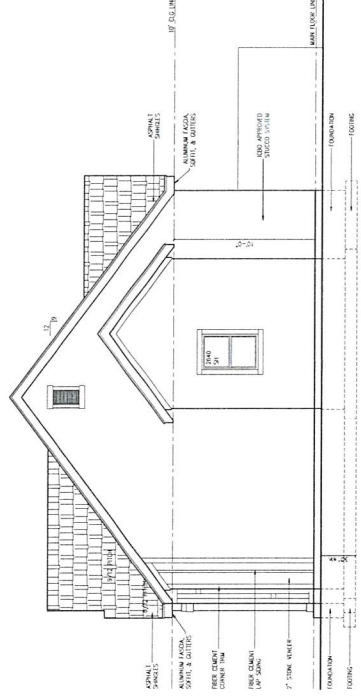
REVISIONS

DRAWN BY  
BNH

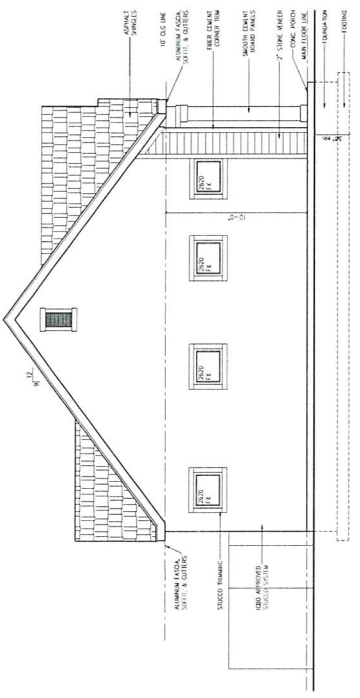
MAY 2022  
CALDWELL BOARD

**A2.0**

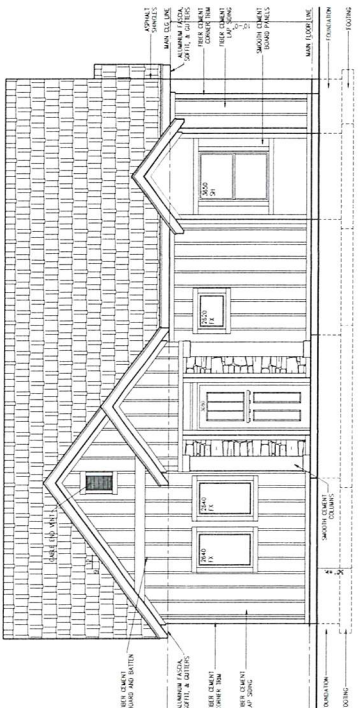
ALANTE - SPRING RUN - TYPE B - (MAY 2022)



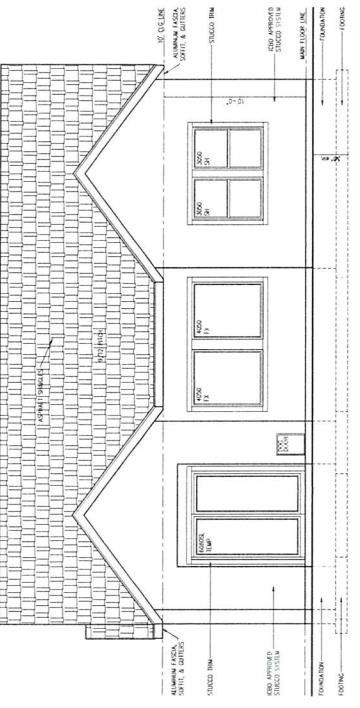
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SCALE: 1/4" = 1'-0"



**LEFT ELEVATION**  
SCALE: 1/4" = 1'-0"

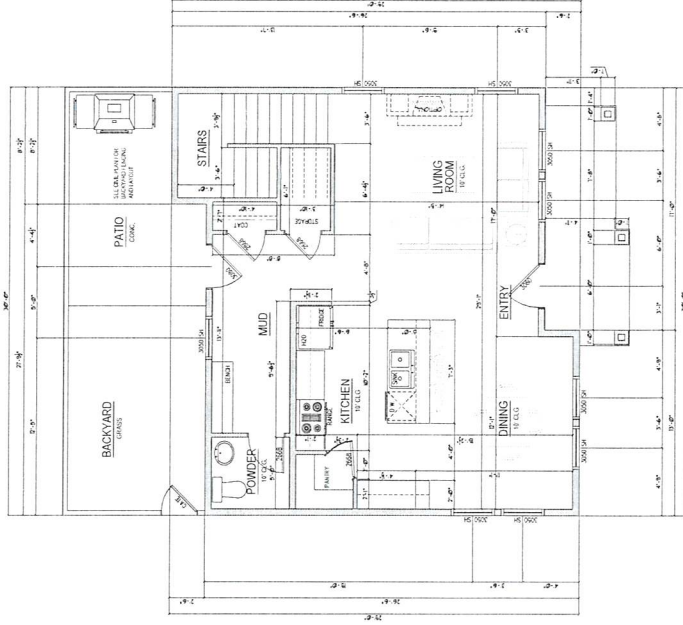


**FRONT ELEVATION**  
SCALE: 1/4" = 1'-0"



**REAR ELEVATION**  
SCALE: 1/4" = 1'-0"

**ELEVATION - OPTION 2**



(REV. 0)  
**MAIN FLOOR PLAN**  
 SCALE: 1/4" = 1'-0" MAIN 773 SF

REVISIONS

DATE: 05/11/2022  
BY: [signature]

HARRIS ARCHITECTURE  
205 EAST 605 NORTH SUITE 1001 OREM UT 84411 | 801.227.3131 | WWW.HARRISARCHITECTURE.COM

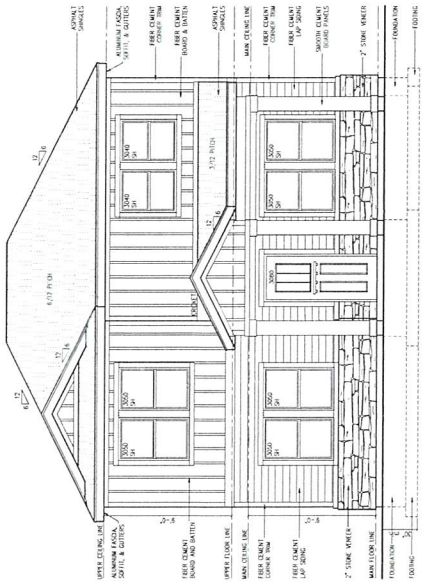


A NEW RESIDENCE FOR ALANTE - (2 STORY)  
**ALANTE - TYPE C - 2 BEDROOM**  
 MAIN FLOOR PLAN

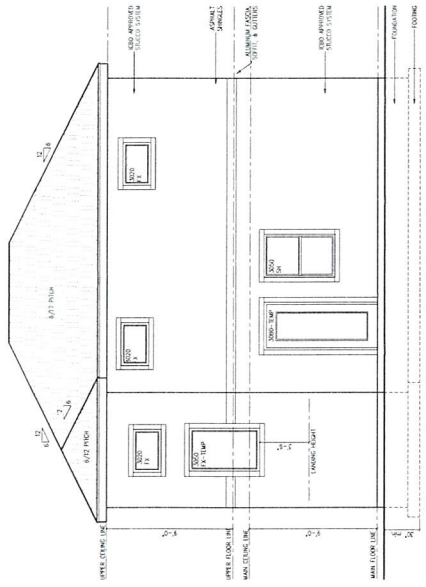
MAY 2022  
 CADWELL IDBRO

**A1.0**

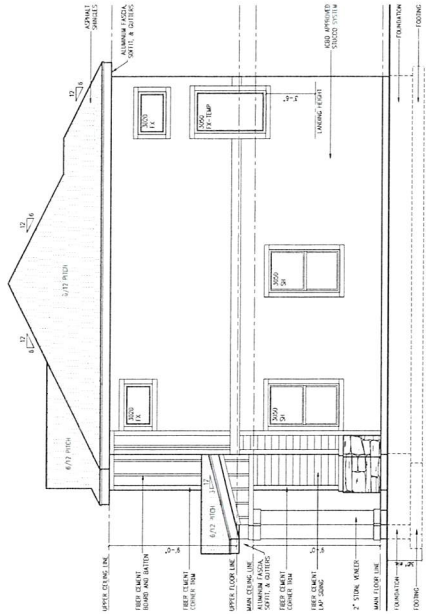
ALANTE - SPRING RUN - TYPE C - (MAY 2022)



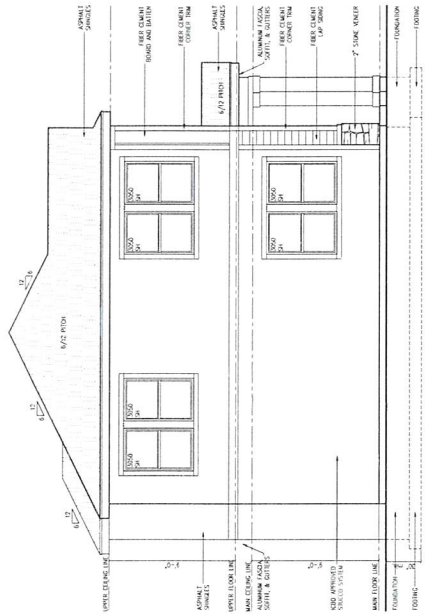
TYPE C1  
**FRONT ELEVATION**  
SCALE: 1/4" = 1'-0"



TYPE C1  
**REAR ELEVATION**  
SCALE: 1/4" = 1'-0"



TYPE C1  
**RIGHT SIDE ELEVATION**  
SCALE: 1/4" = 1'-0"



TYPE C1  
**LEFT SIDE ELEVATION**  
SCALE: 1/4" = 1'-0"

# ELEVATION - OPTION 1

ALANTE - SPRING RUN - TYPE C - (MAY 2022)

A2.0

ALANTE - TYPE C - 2 BEDROOM  
ELEVATIONS

HARRIS ARCHITECTURE  
355 EAST 80 NORTH, SUITE 3001, OREM UT 84057 | (801) 223-1233 | WWW.HARRISARCHITECTURE.COM

REVISIONS  
DRAWN BY: BKH

MAY 2022  
CALDWELL BOARD

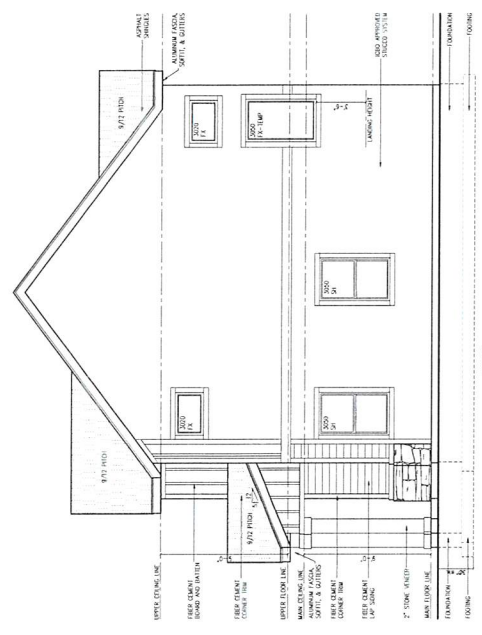
REVISIONS

DRAWN BY  
BKH

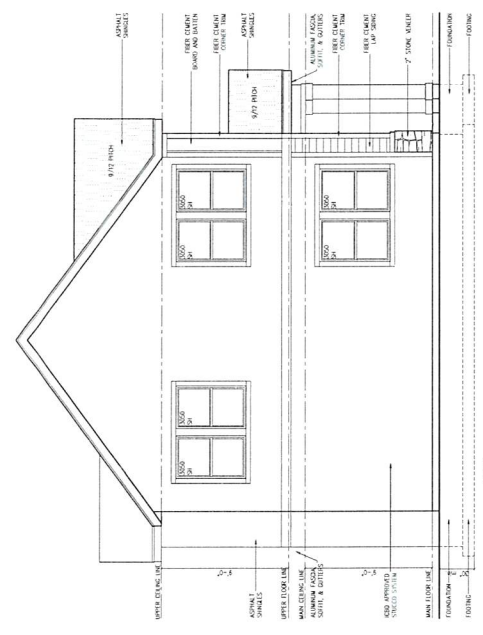
MAY 2022  
GARDWELL BROS.

A2.0

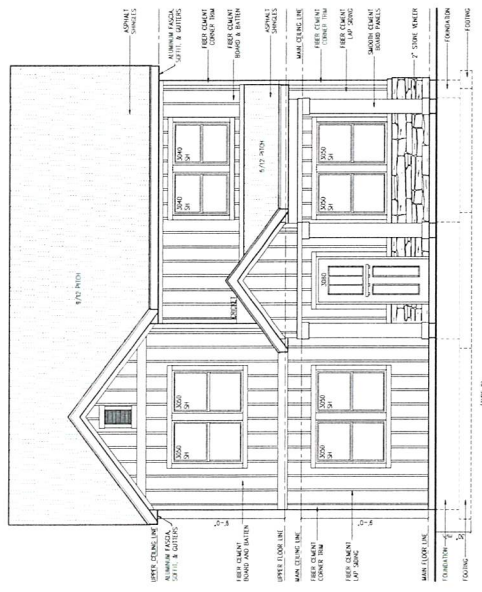
ALANTE - SPRING RUN - TYPE C - (MAY 2022)



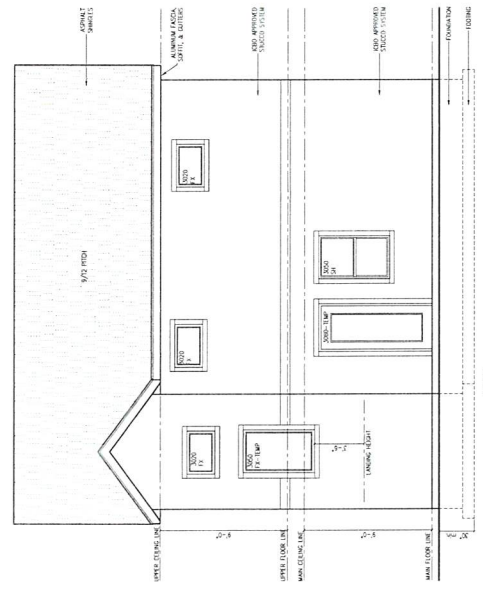
FRONT ELEVATION  
TYPE C1  
SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION  
TYPE C1  
SCALE: 1/4" = 1'-0"



LEFT SIDE ELEVATION  
TYPE C1  
SCALE: 1/4" = 1'-0"



REAR ELEVATION  
TYPE C1  
SCALE: 1/4" = 1'-0"

ELEVATION - OPTION 2

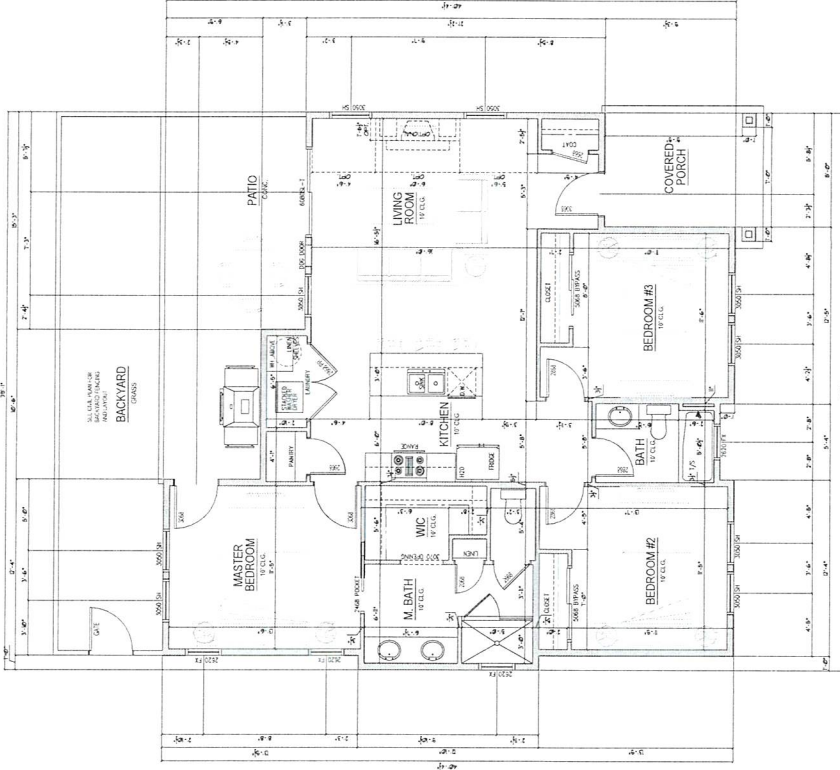


FIG. 10  
**MAIN FLOOR PLAN**  
DATE: 10.11.2022

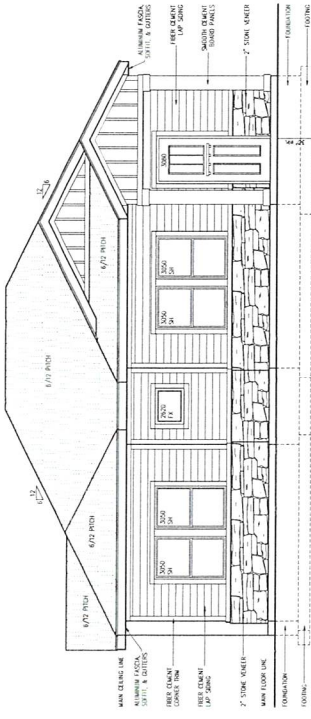


REVISIONS

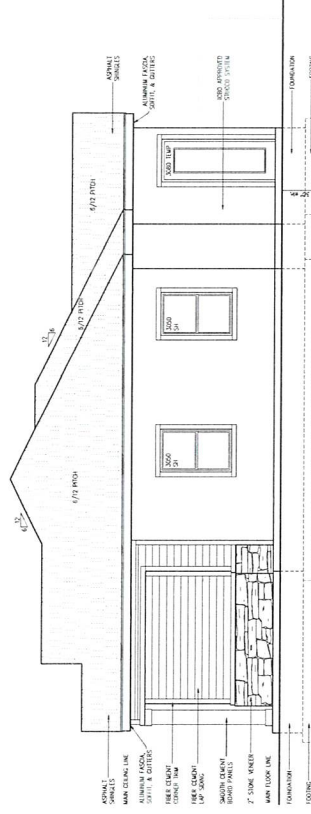
DRAWN BY  
 BKH

ALANTE - SPRING RUN - TYPE D - (MAY 2022)

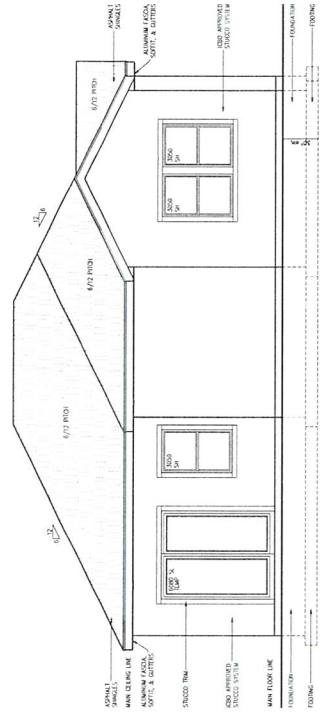
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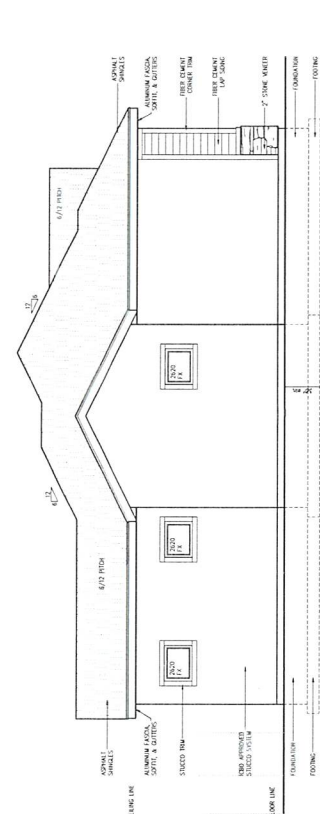
(TYPE B)  
**FRONT ELEVATION**  
 SCALE: 1/8" = 1'-0"



(TYPE B)  
**RIGHT ELEVATION**  
 SCALE: 1/8" = 1'-0"



(TYPE B)  
**REAR ELEVATION**  
 SCALE: 1/8" = 1'-0"



(TYPE B)  
**LEFT ELEVATION**  
 SCALE: 1/8" = 1'-0"

**ELEVATION - OPTION 1**

ALANTE - SPRING RUN - TYPE D - (MAY 2022)

**A2.0**

A NEW RESIDENCE FOR ALANTE  
**ALANTE - TYPE D - 3 BEDROOM**  
 ELEVATIONS

**HARRIS ARCHITECTURE**  
 822 EAST 602 NORTH STREET, SUITE 1001, DENVER, CO 80202  
 WWW.HARRISARCHITECTURE.COM

REVISIONS  
 DRAWN BY: BAH

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REVISIONS

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URSH

HARRIS ARCHITECTURE  
305 EAST 100 NORTH, SUITE 200 • DENVÉR, CO 80202 | 303.733.8300 | WWW.HARRISARCHITECTURE.COM

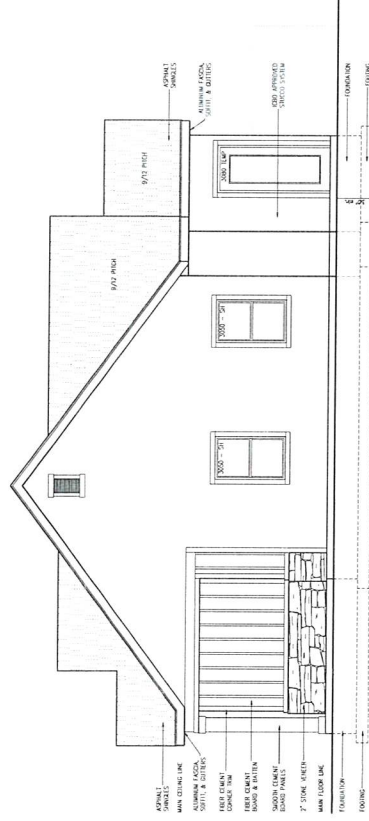


ALANTE - TYPE D - 3 BEDROOM  
A NEW RESIDENCE FOR ALANTE  
ELEVATIONS

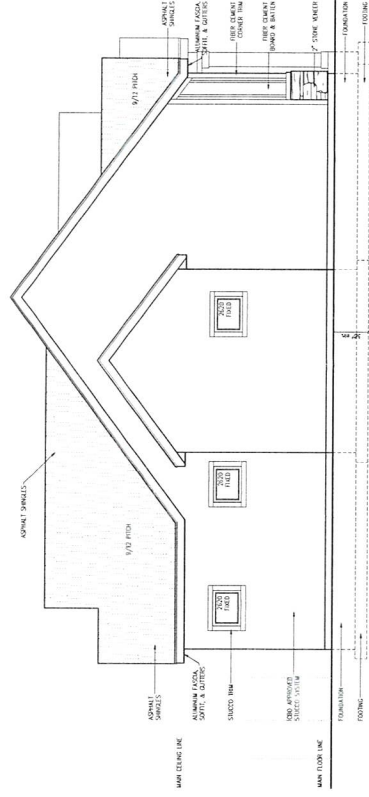
MAY 2022  
CALDWELL, BIRNH

A2.0

ALANTE - SPRING RUN - TYPE D - (MAY 2022)



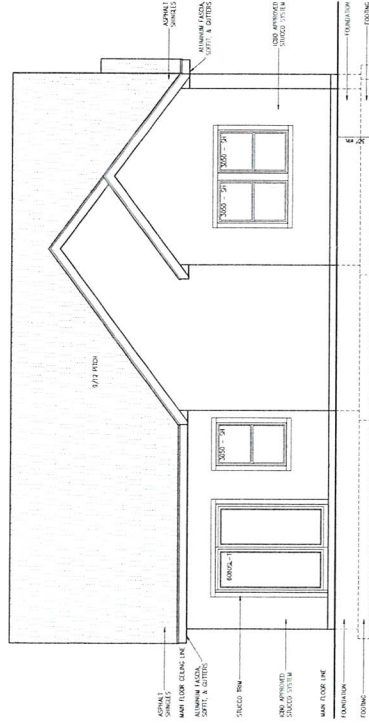
3 BEDROOM  
RIGHT ELEVATION  
SCALE: 1/4" = 1'-0"



3 BEDROOM  
LEFT ELEVATION  
SCALE: 1/4" = 1'-0"



3 BEDROOM  
FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



3 BEDROOM  
REAR ELEVATION  
SCALE: 1/4" = 1'-0"

ELEVATION - OPTION 2

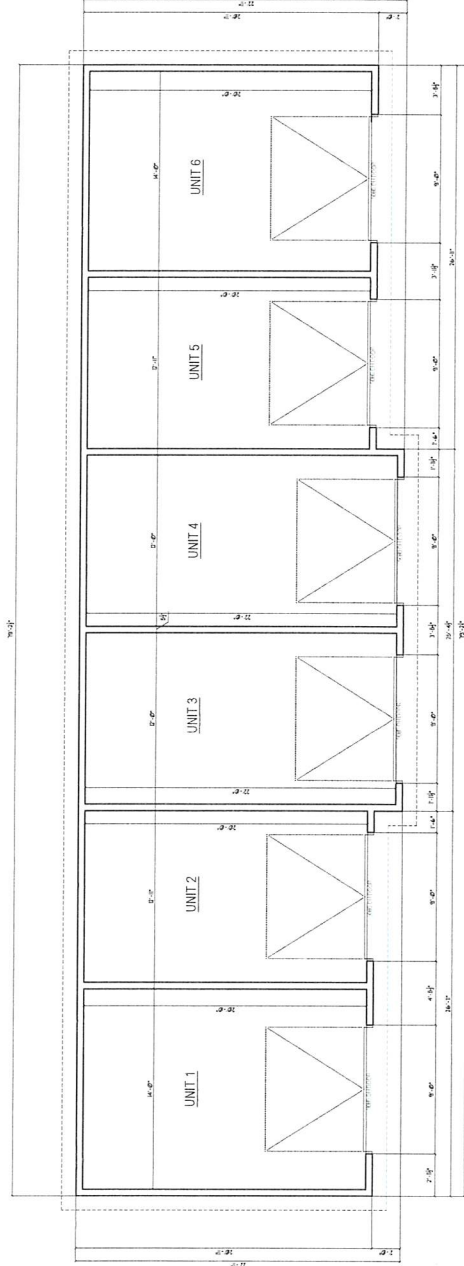
REVISIONS

DATE  
BY

MAY 2022  
ID:1010

**A1.0**

ALANTE - SPRING RUN - TYPE E - (MAY 2022)



(TYPE E)  
**LEVEL 1 FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"

| UNIT   | AREA (SQ FT) |
|--------|--------------|
| UNIT 1 | 282 SF       |
| UNIT 2 | 282 SF       |
| UNIT 3 | 282 SF       |
| UNIT 4 | 282 SF       |
| UNIT 5 | 282 SF       |
| UNIT 6 | 282 SF       |
| TOTAL  | 1692 SF      |



REVISIONS

DRAWN BY  
BPH

HARRIS ARCHITECTURE  
100 EAST 400 NORTH, SUITE 1000 | OMAHA, NE 68131 | WWW.HARRISARCHITECTURE.COM

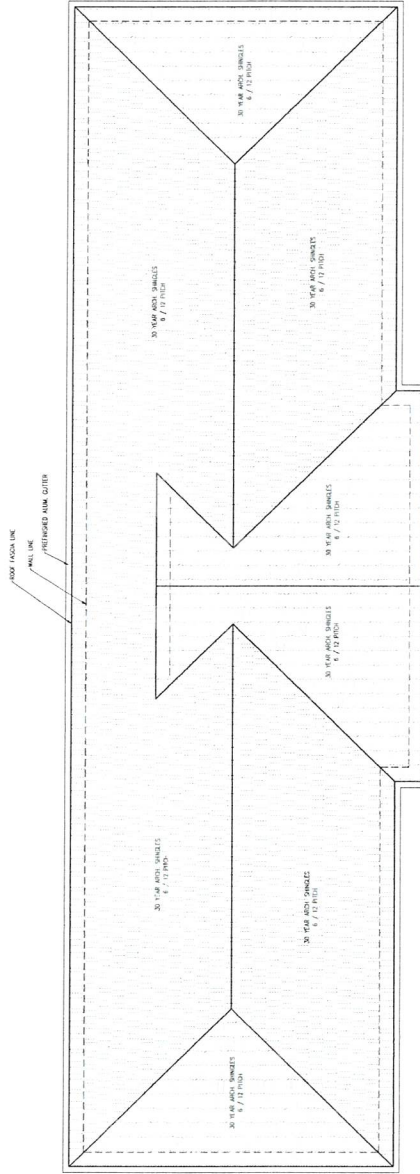


ALANTE - TYPE E - GARAGE  
A NEW GARAGE BUILDING  
ROOF PLAN

MAY 2022  
IDAM10

A1.1

ALANTE - SPRING RUN - TYPE E - (MAY 2022)



TYPE 0  
ROOF PLAN

DATE: 05.17.2022  
 ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 EXCEPT WHERE SHOWN  
 OTHERWISE. DATE OF  
 DECLASSIFICATION IS INDEFINITE.

THIS DOCUMENT IS UNCLASSIFIED  
 DATE 05-17-2022 BY 60322/UC/STP/STP

REVISIONS

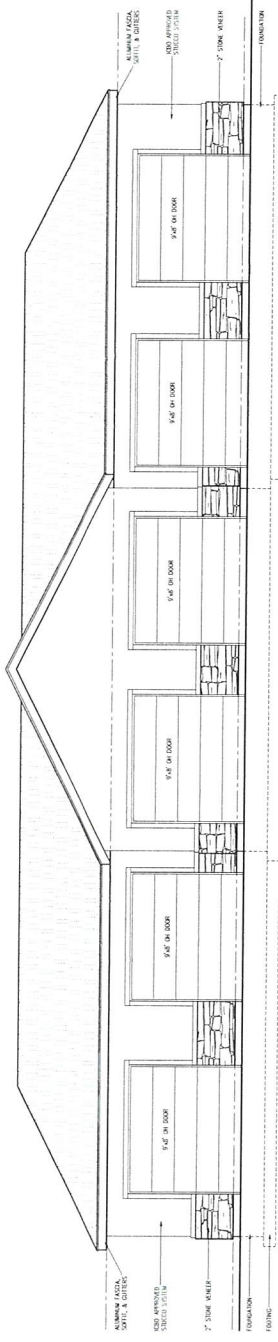
DATE: 05/11/2022  
BY: JH



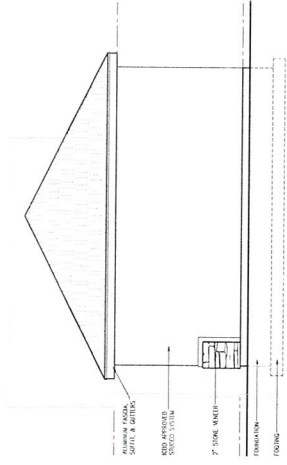
MAY 2022  
ID:450

A2.0

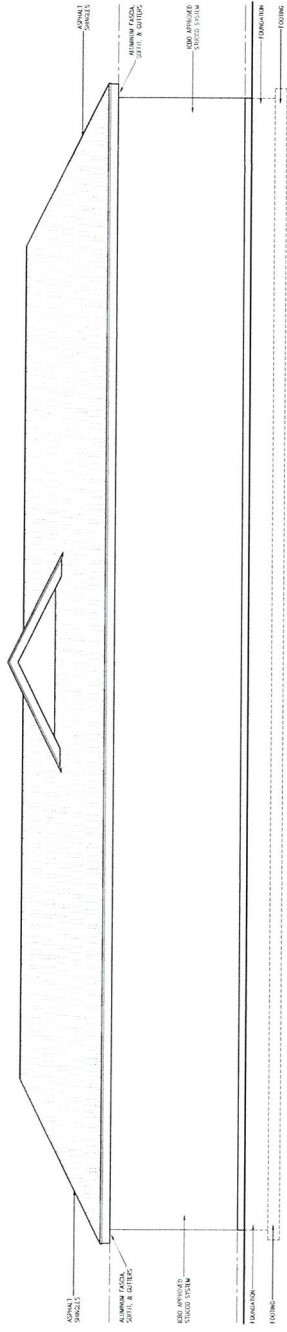
ALANTE - SPRING RUN - TYPE E - (MAY 2022)



(TYPE E)  
**FRONT ELEVATION**  
SCALE: 1/8" = 1'-0"



(TYPE E)  
**TYP. SIDE ELEVATION**  
SCALE: 1/8" = 1'-0"



(TYPE E)  
**REAR ELEVATION**  
SCALE: 1/8" = 1'-0"

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# PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

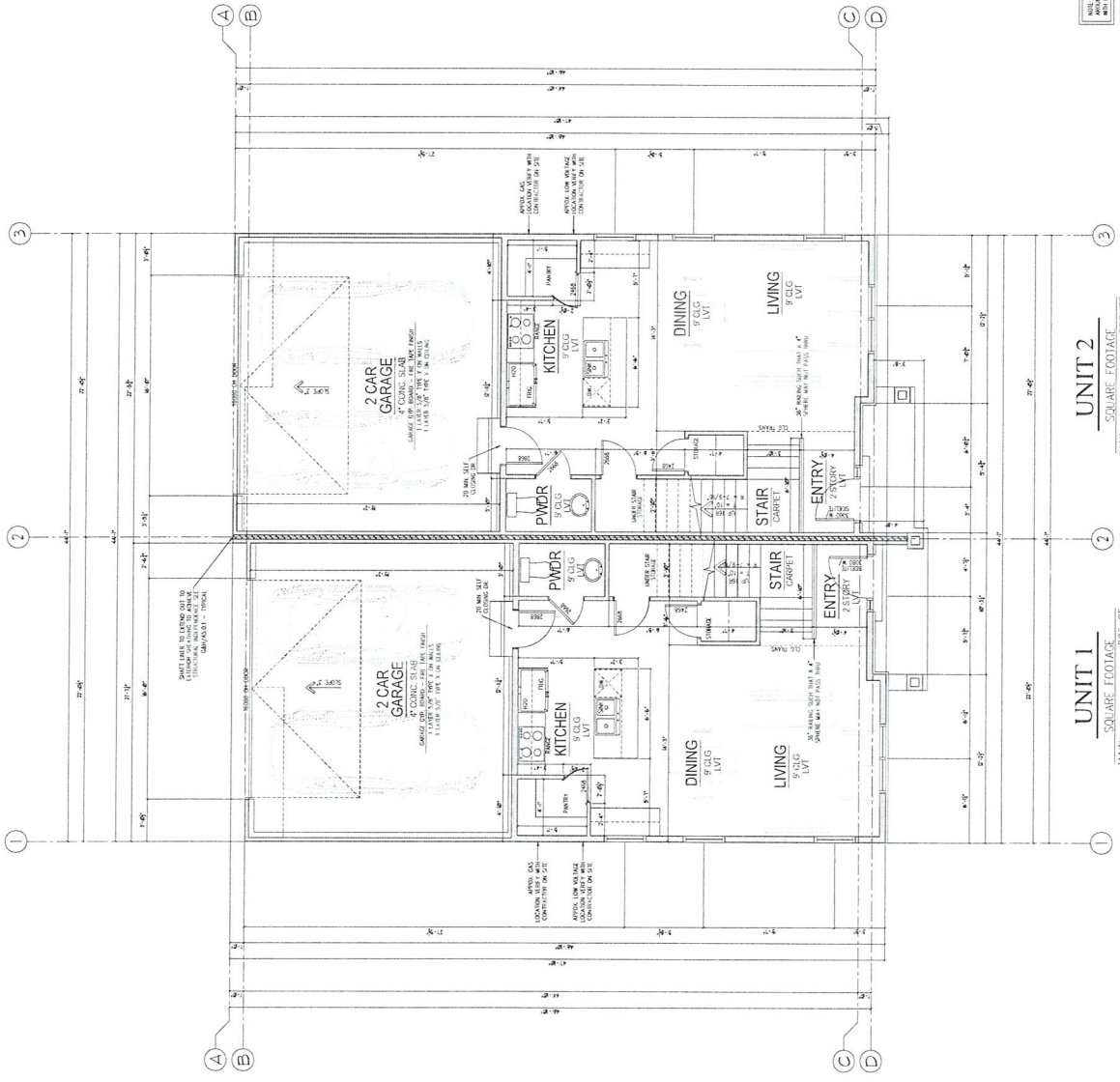
DATE: 05/11/2022  
BY: BAH



ALANTE - 2 PLEX TYPE F  
A NEW MULTI-FAMILY PROJECT FOR ALANTE

MAY 2022  
CALDWELL, IDAHO

A1.1



**MAIN FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

|       |          |
|-------|----------|
| MAIN  | 2,003 SF |
| TOTAL | 3,615 SF |

NOTE: THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS ON SITE.

NOTE: ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS ON SITE.

NOTE: ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS ON SITE.

**UNIT 2**  
SQUARE FOOTAGE

|        |        |
|--------|--------|
| MAIN   | 553 SF |
| GARAGE | 428 SF |
| TOTAL  | 981 SF |

**UNIT 1**  
SQUARE FOOTAGE

|        |         |
|--------|---------|
| MAIN   | 675 SF  |
| GARAGE | 1028 SF |
| TOTAL  | 1703 SF |

ALANTE - SPRING RUN - TYPE F - DUPLEX - (MAY 2022)

# PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

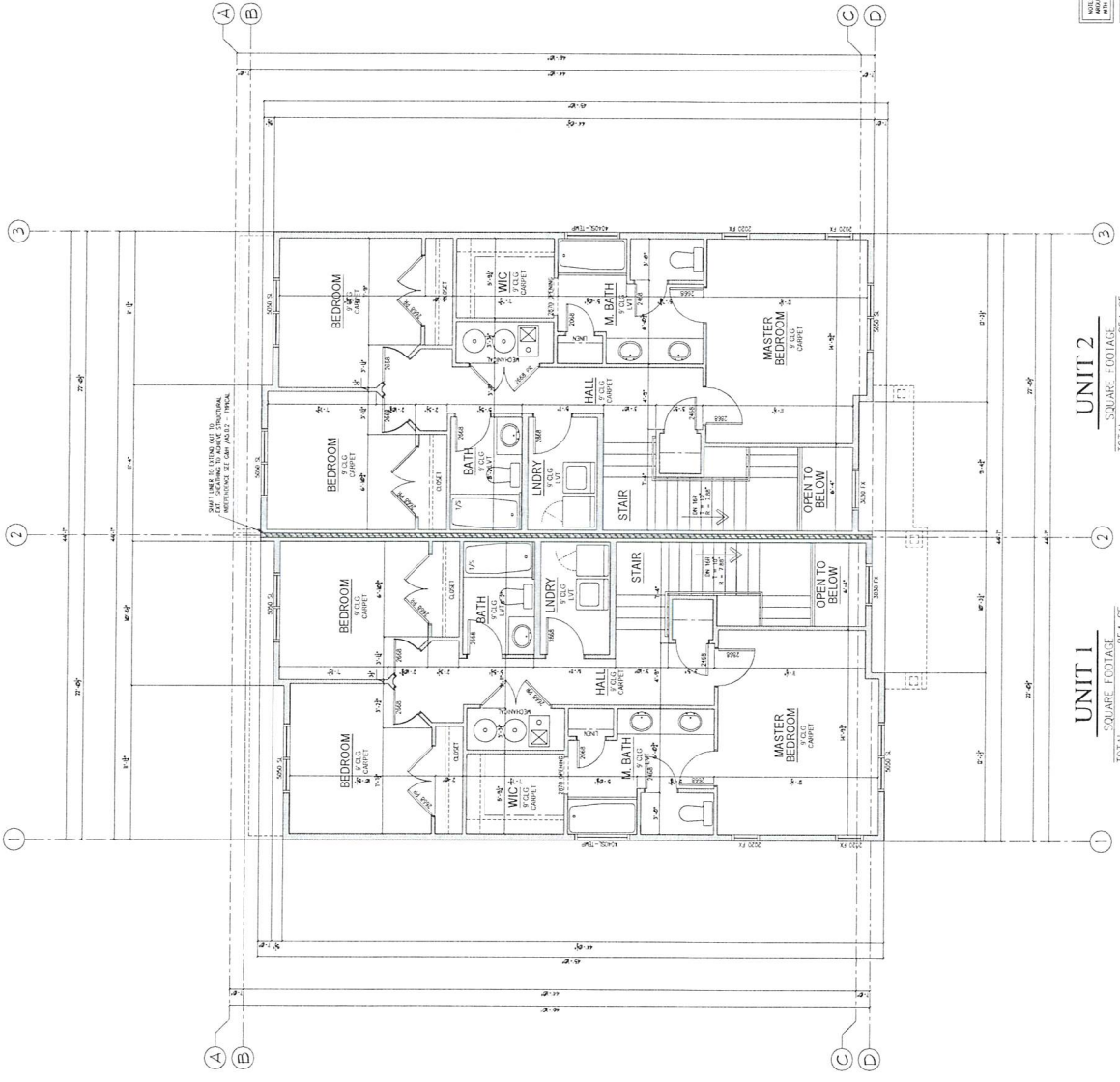
ISSUED BY  
BKH



ALANTE - 2 PLEX TYPE F  
A NEW MULTI-FAMILY PROJECT FOR ALANTE  
UPPER FLOOR PLAN

MAY 2022  
CALDWELL, BAKER

A1.2



UPPER FLOOR PLAN  
SCALE: 1/4" = 1'-0"

TOTAL (INTERIOR) 1,736 SF

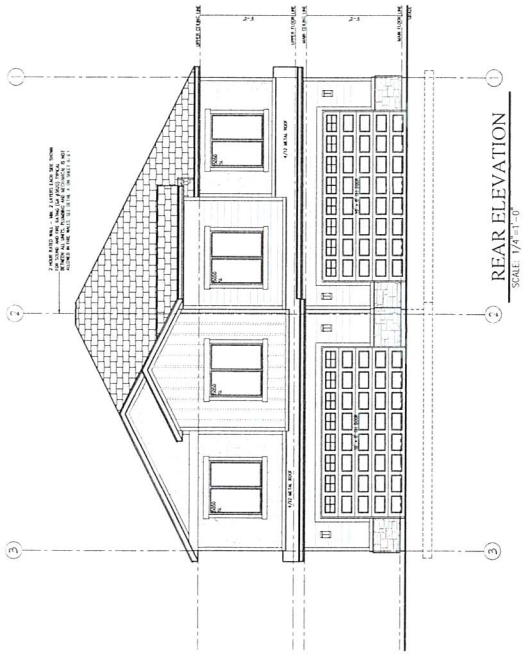
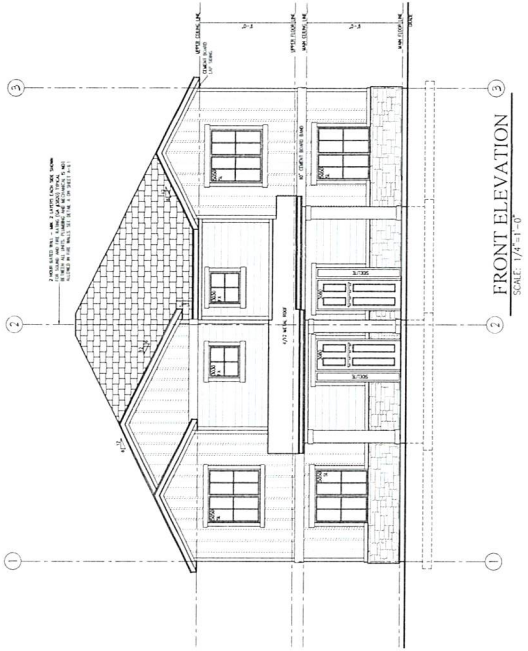
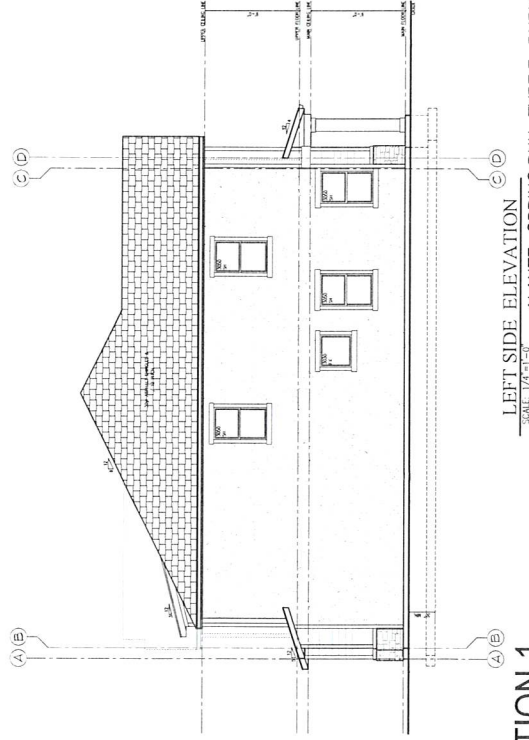
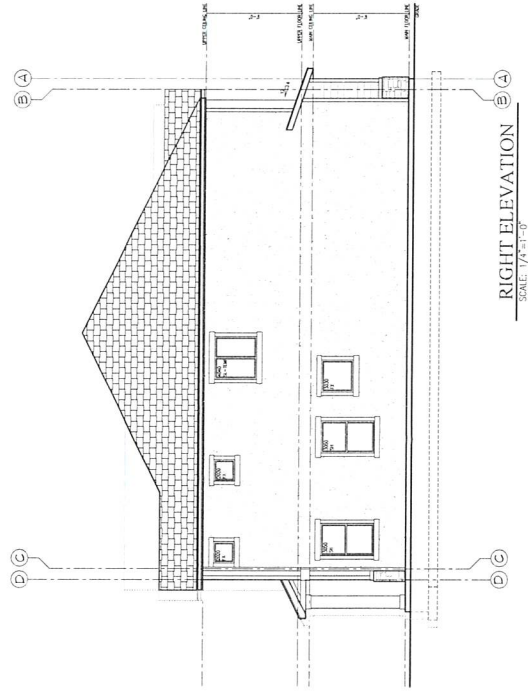
UNIT 2  
SQUARE FOOTAGE  
TOTAL (INTERIOR) 854 SF  
TOTAL (INTERIOR) 797 SF

UNIT 1  
SQUARE FOOTAGE  
TOTAL (INTERIOR) 854 SF  
TOTAL (INTERIOR) 797 SF

NOT TO SCALE. ROOM DIMENSIONS SHALL BE AS SHOWN ON THIS PLAN. ROOM DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. ROOM DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. ROOM DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. ROOM DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.

ALANTE - SPRING RUN - TYPE F - DUPLEX - (MAY 2022)

# PRELIMINARY - NOT FOR CONSTRUCTION



## ELEVATION - OPTION 1

ALANTE - SPRING RUN - TYPE F - DUPLEX - (MAY 2022)

A2.0

MAY 2022  
CALDWELL BANKS

ALANTE - 2 PLEX TYPE F  
ELEVATIONS



HARRIS ARCHITECTURE  
310 EAST 100 NORTH, SUITE 1001 | DEER CREEK | BOZEMAN, MT 59717 | WWW.HARRISARCHITECT.COM

REVISIONS  
DRAWN BY  
BWH

# PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

DATE: 05/11/2022  
BY: BASH

**HARRIS ARCHITECTURE**  
100 EAST 100 NORTH, SUITE 1000, DENVER, CO 80202 | 303.733.1111 | WWW.HARRISARCHITECTURE.COM

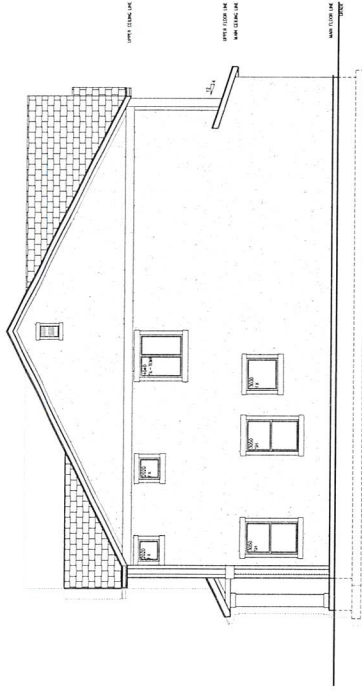
A NEW MULTIFAMILY PROJECT FOR ALANTE  
**ALANTE - 2 PLEX TYPE F**  
ELEVATIONS

MAY 2022  
CALDWELL, BIRCH

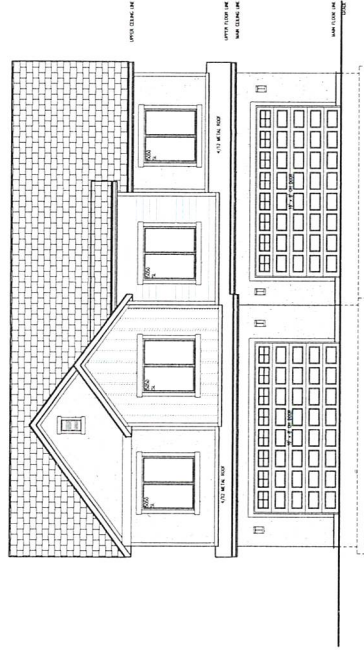
**A2.1**



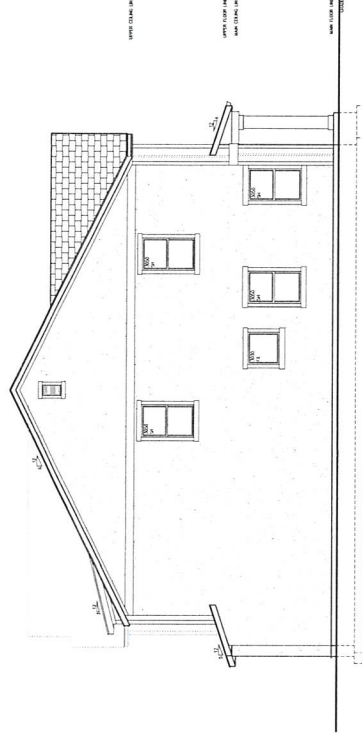
**FRONT ELEVATION**  
SCALE: 1/4"=1'-0"



**RIGHT ELEVATION**  
SCALE: 1/4"=1'-0"



**REAR ELEVATION**  
SCALE: 1/4"=1'-0"



**LEFT SIDE ELEVATION**  
SCALE: 1/4"=1'-0"

**ELEVATION - OPTION 2**  
ALANTE - SPRING RUN - TYPE F - DUPLEX - (MAY 2022)

# PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

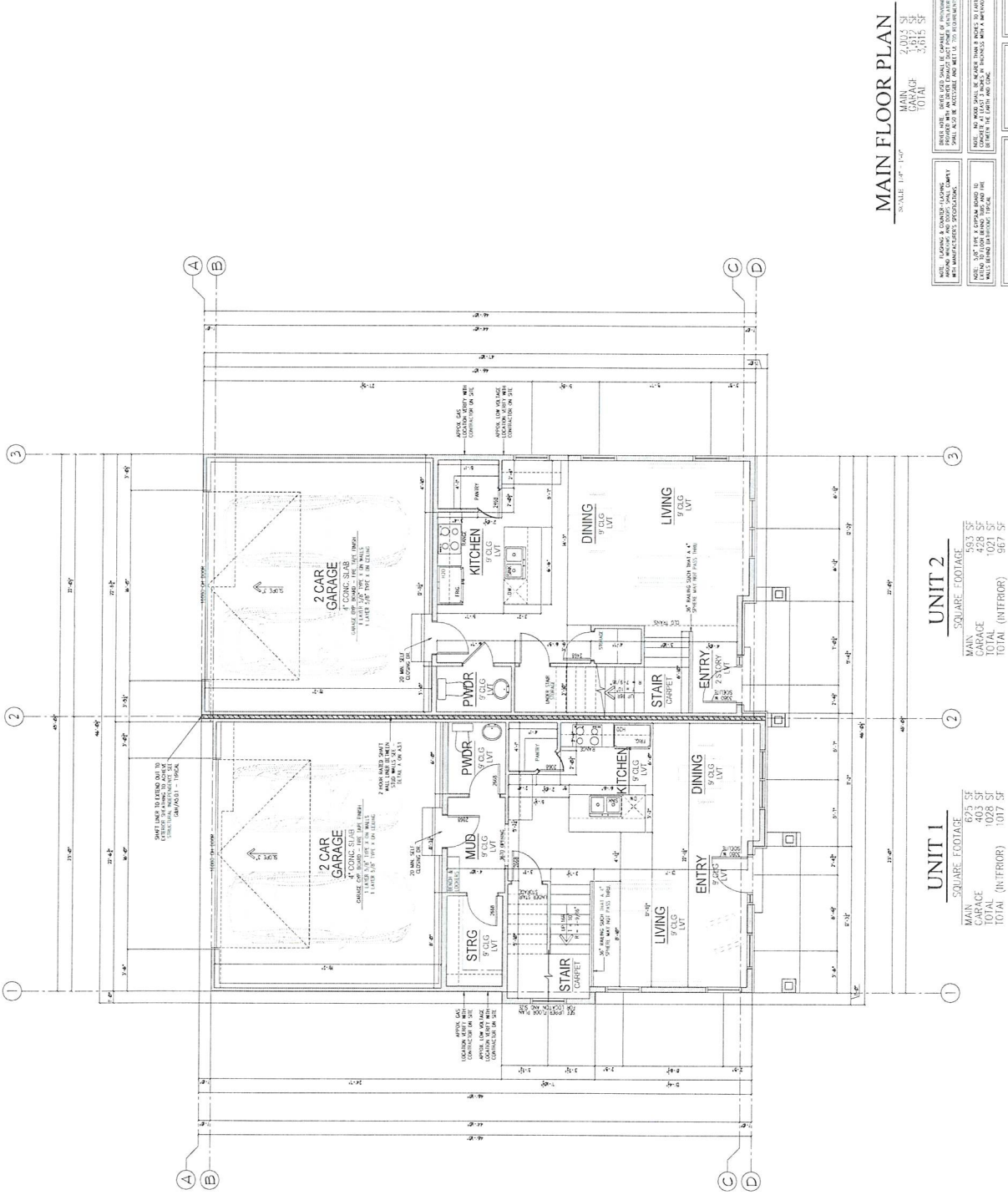
DATE: 05/11/2022  
BY: [Signature]

**HARRIS ARCHITECTURE**  
100 EAST 100 NORTH, SUITE 1001, OREM UT 84057 | 801-227-7733 | WWW.HARRISARCHITECTURE.COM

**ALANTE - 2 PLEX TYPE G**  
A NEW MULTI-FAMILY PROJECT FOR ALANTE

DATE: 05/11/2022  
DRAWN BY: [Signature]

**A1.1**



**UNIT 2**

| SQUARE FOOTAGE          |               |
|-------------------------|---------------|
| MAIN SPACE              | 583 SF        |
| STAIR                   | 109 SF        |
| <b>TOTAL</b>            | <b>692 SF</b> |
| <b>TOTAL (INTERIOR)</b> | <b>967 SF</b> |

**UNIT 1**

| SQUARE FOOTAGE          |                |
|-------------------------|----------------|
| MAIN SPACE              | 675 SF         |
| STAIR                   | 108 SF         |
| <b>TOTAL</b>            | <b>783 SF</b>  |
| <b>TOTAL (INTERIOR)</b> | <b>1017 SF</b> |

**MAIN FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

|              |                 |
|--------------|-----------------|
| MAIN SPACE   | 2,003 SF        |
| STAIR        | 215 SF          |
| <b>TOTAL</b> | <b>2,218 SF</b> |

**NOTES:**

- ALL DIMENSIONS UNLESS OTHERWISE NOTED.
- ALL FINISHES TO BE DETERMINED BY THE ARCHITECT.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL RESIDENTIAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL MECHANICAL, ELECTRICAL AND PLUMBING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL FIRE AND SAFETY CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL ENERGY EFFICIENCY CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL SCHEDULING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL SOUND AND VIBRATION CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL TRANSPORTATION CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2021 INTERNATIONAL UTILITIES CODE AND ALL APPLICABLE LOCAL ORDINANCES.

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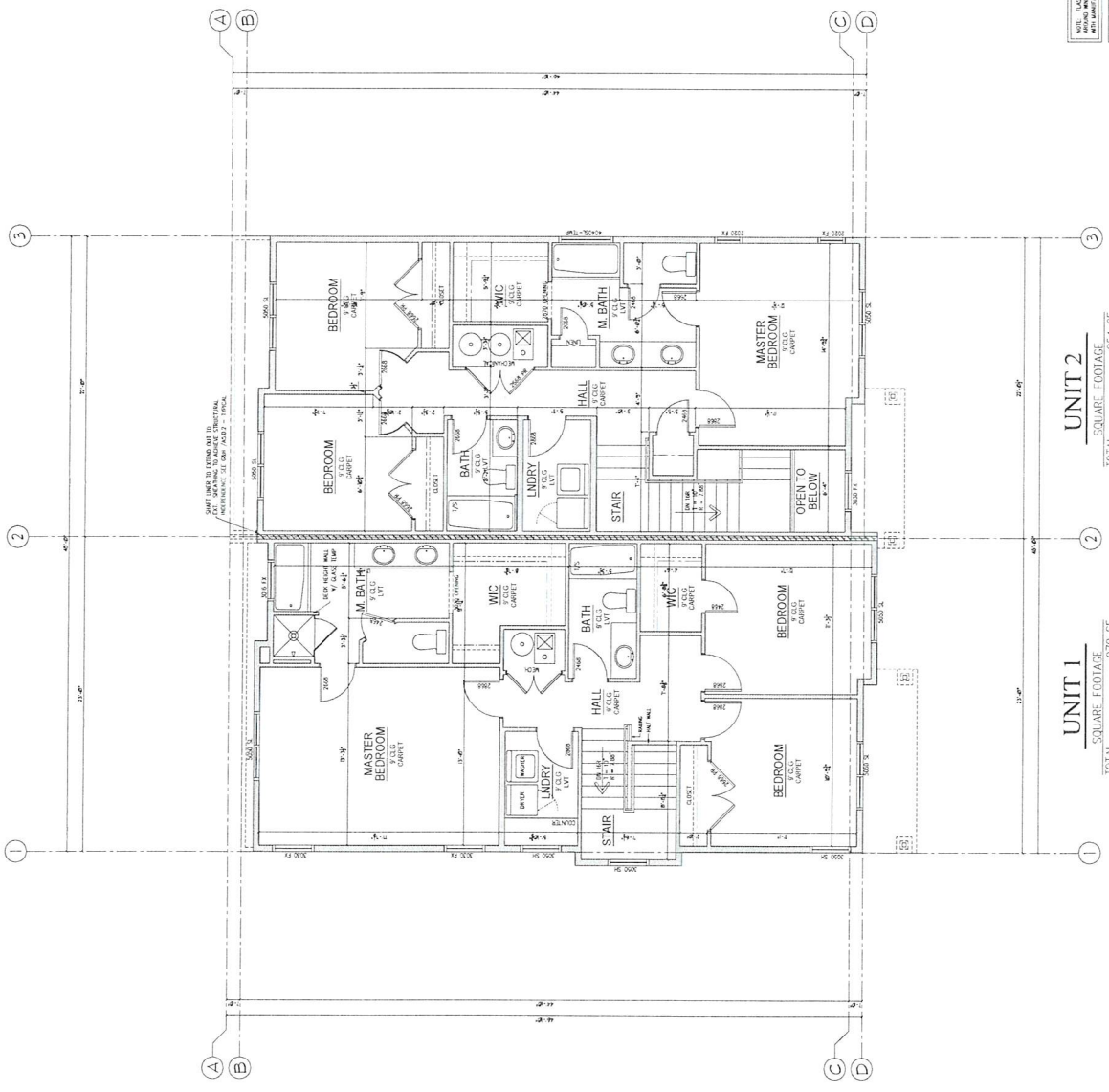
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ALANTE - 2 PLEX TYPE G  
 A NEW MULTIFAMILY PROJECT FOR ALANTE  
 UPPER FLOOR PLAN

MAY 2022  
 CALDWELL EDWARDS

A1.2



**UPPER FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"  
 TOTAL: 1,553 SF  
 TOTAL (IN-TERROR): 1,743 SF

NOTE: THIS PLAN IS PRELIMINARY AND NOT FOR CONSTRUCTION. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. ALL FINISHES ARE TO BE DETERMINED BY THE ARCHITECT. ALL MATERIALS AND METHODS SHALL BE APPROVED AND NOTED BY THE ARCHITECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.

NOTE: ALL DIMENSIONS, FINISHES, AND METHODS SHALL BE APPROVED AND NOTED BY THE ARCHITECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.

NOTE: FOR FINISHES, CHECK LOCAL CODES AND SPECIFICATIONS. ALL FINISHES SHALL BE APPROVED AND NOTED BY THE ARCHITECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.

**UNIT 2**  
 SQUARE FOOTAGE: 854 SF  
 TOTAL (IN-TERROR): 797 SF

**UNIT 1**  
 SQUARE FOOTAGE: 979 SF  
 TOTAL (IN-TERROR): 916 SF

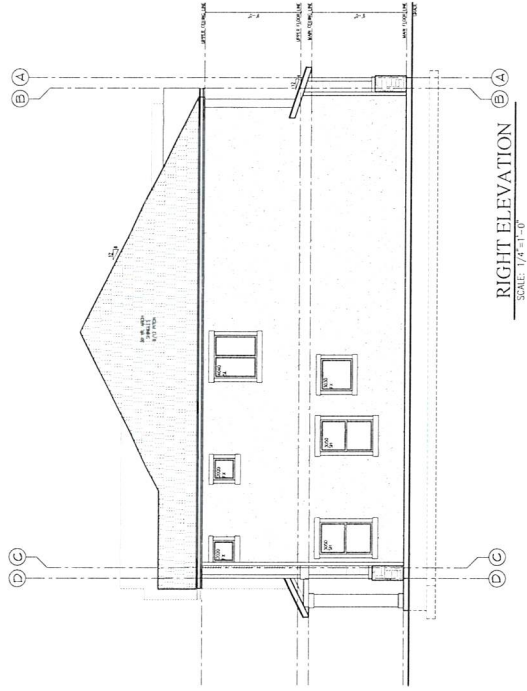
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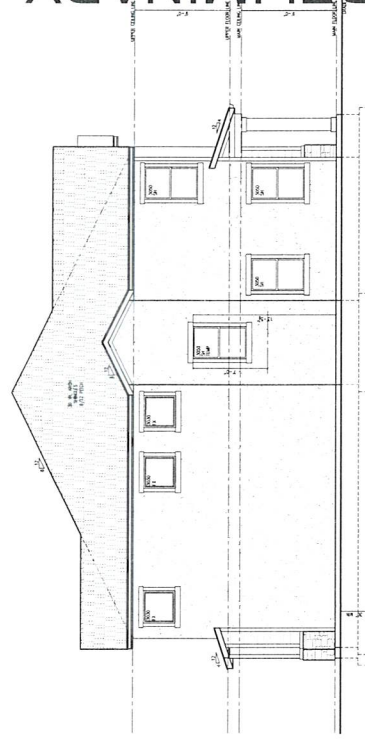
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DRAWN BY  
EMH

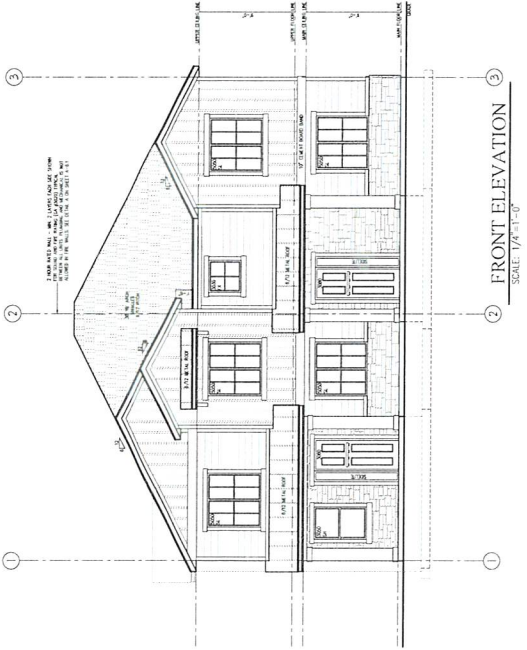
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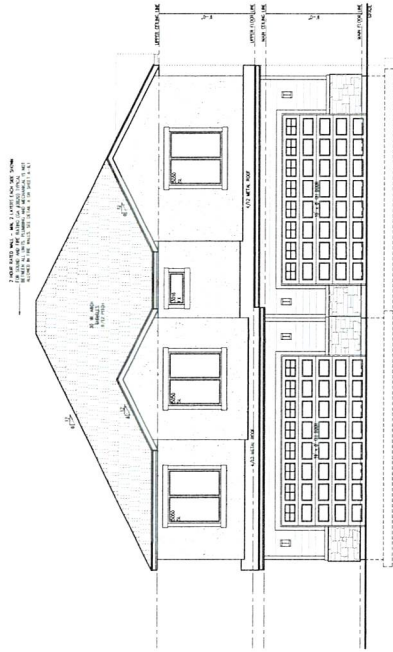
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 SCALE: 1/4" = 1'-0"



**LEFT SIDE ELEVATION**  
 SCALE: ALANTE - SPRING RUN - TYPE G - DUPLEX - (MAY 2022)



**FRONT ELEVATION**  
 SCALE: 1/4" = 1'-0"



**FRONT ELEVATION**  
 SCALE: 1/4" = 1'-0"

**ELEVATION - OPTION 1**

# PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

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BY: JH

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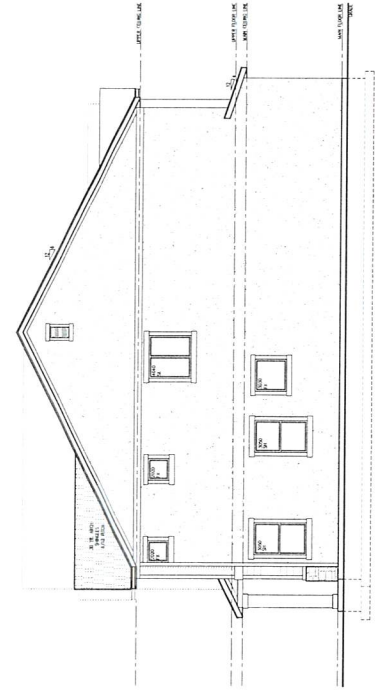
ALANTE - 2 PLEX TYPE G  
 ELEVATIONS  
 A NEW MULTI-FAMILY PROJECT FOR ALANTE

MAY 2022  
 CALDWELL EDWARDS

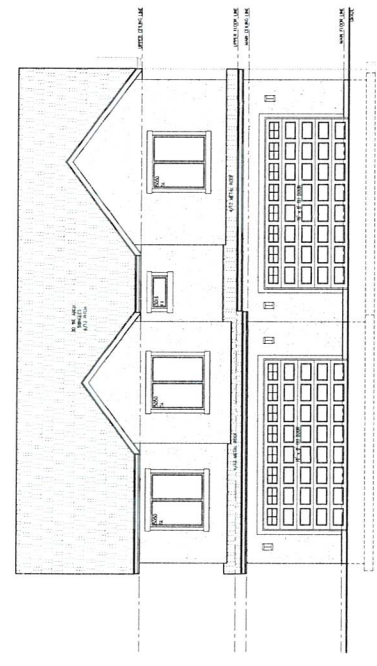
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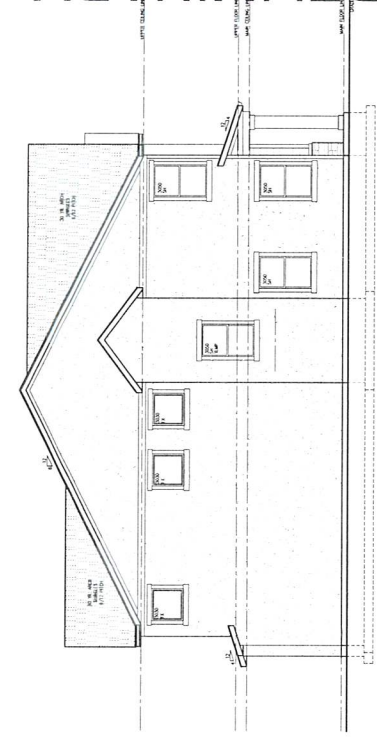
FRONT ELEVATION  
 SCALE: 1/4"=1'-0"



RIGHT ELEVATION  
 SCALE: 1/4"=1'-0"



REAR ELEVATION  
 SCALE: 1/4"=1'-0"



LEFT SIDE ELEVATION  
 SCALE: 1/4"=1'-0"

## ELEVATION - OPTION 2

## ALANTE - SPRING RUN - TYPE G - DUPLEX - (MAY 2022)

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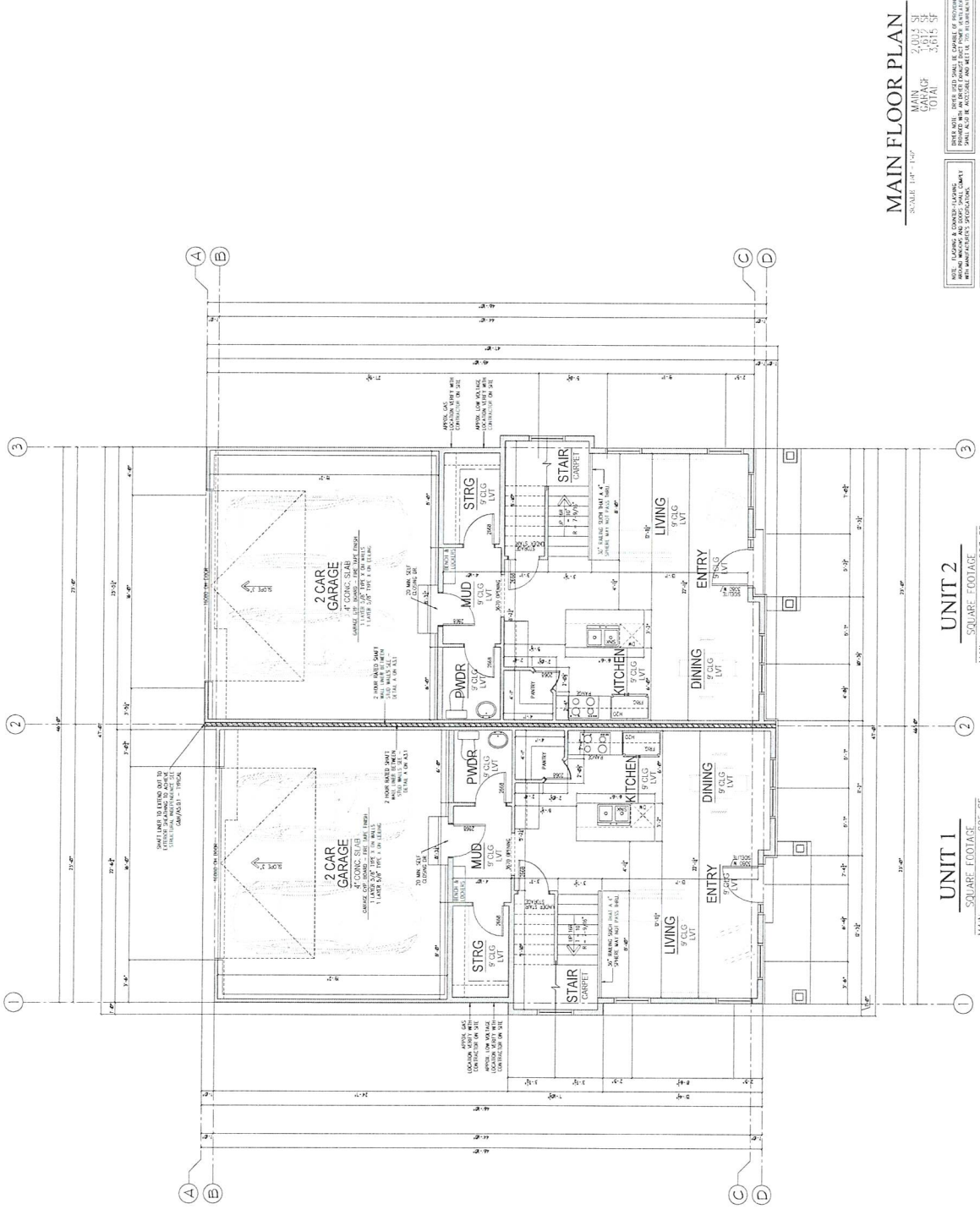
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A NEW MULTIFAMILY PROJECT FOR ALANTE  
**ALANTE - 2 PLEX TYPE H**  
 MAIN FLOOR PLAN

MAY 2022  
 CALDWELL, EDWARD

A1.1



**MAIN FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"

|              |                 |
|--------------|-----------------|
| MAIN         | 2,017 SF        |
| GARAGE       | 1,615 SF        |
| <b>TOTAL</b> | <b>3,632 SF</b> |

**NOTES:**  
 1. ALL DIMENSIONS UNLESS OTHERWISE NOTED.  
 2. FINISHES TO BE DETERMINED BY THE ARCHITECT.  
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2021 IBC AND ALL APPLICABLE CODES.  
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2021 IBC AND ALL APPLICABLE CODES.  
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 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2021 IBC AND ALL APPLICABLE CODES.  
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2021 IBC AND ALL APPLICABLE CODES.  
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2021 IBC AND ALL APPLICABLE CODES.

**UNIT 2**

|              |               |
|--------------|---------------|
| MAIN         | 563 SF        |
| GARAGE       | 428 SF        |
| <b>TOTAL</b> | <b>991 SF</b> |

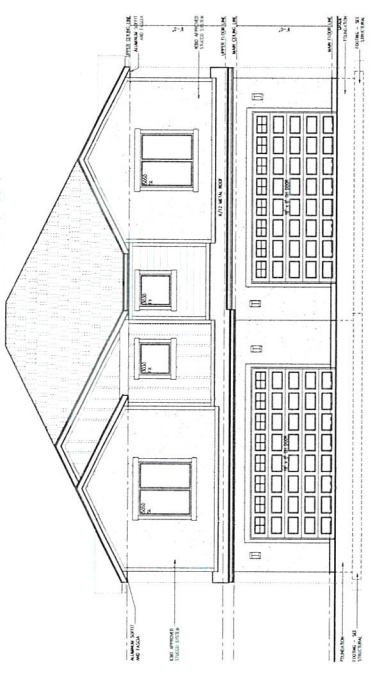
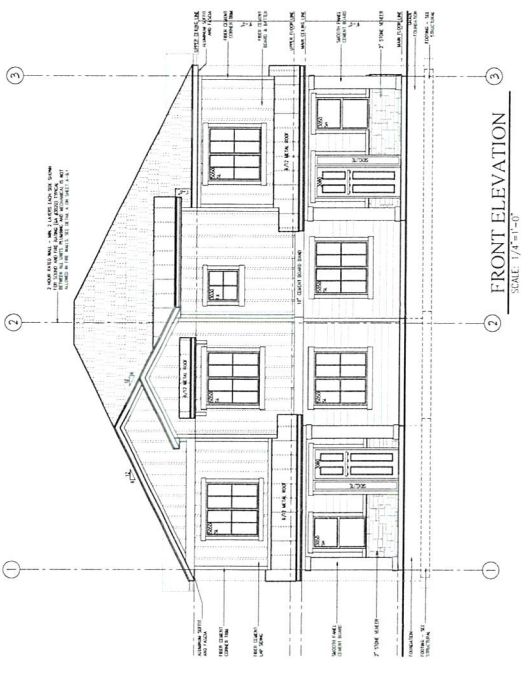
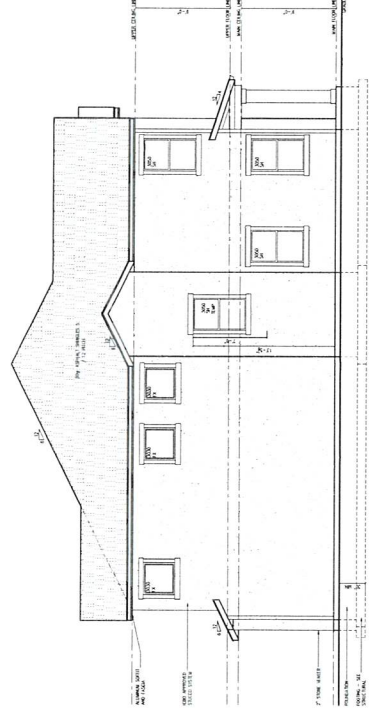
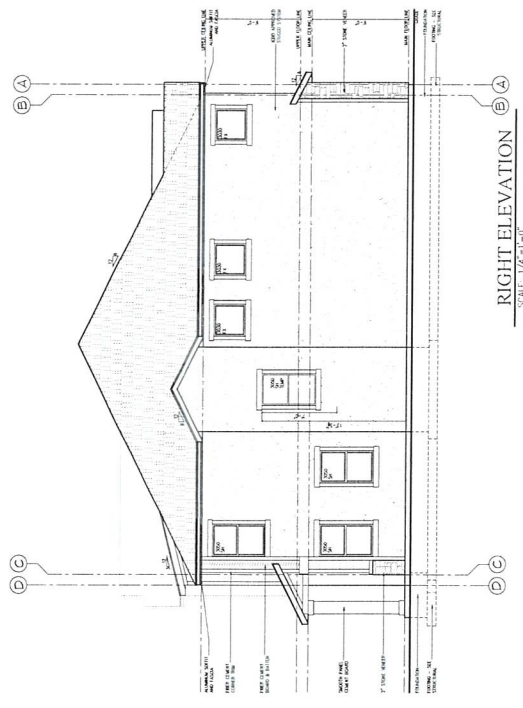
**UNIT 1**

|              |                |
|--------------|----------------|
| MAIN         | 675 SF         |
| GARAGE       | 1028 SF        |
| <b>TOTAL</b> | <b>1703 SF</b> |

ALANTE - SPRING RUN - TYPE H - DUPLEX - (MAY 2022)



# PRELIMINARY - NOT FOR CONSTRUCTION



## ELEVATION - OPTION 1

ALANTE - SPRING RUN - TYPE H - DUPLEX - (MAY 2022)

A2.0

ALANTE - 2 PLEX TYPE H  
ELEVATIONS  
A NEW MULTI FAMILY PROJECT FOR ALANTE  
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205 EAST 100 NORTH, SUITE 1001, CLEVELAND, OH 44115-1001 | WWW.HARRIS-ARCHITECTURE.COM

REVISIONS  
DRAWN BY: [Name]  
DATE: [Date]

MAY 2022  
CALDWELL BOARD

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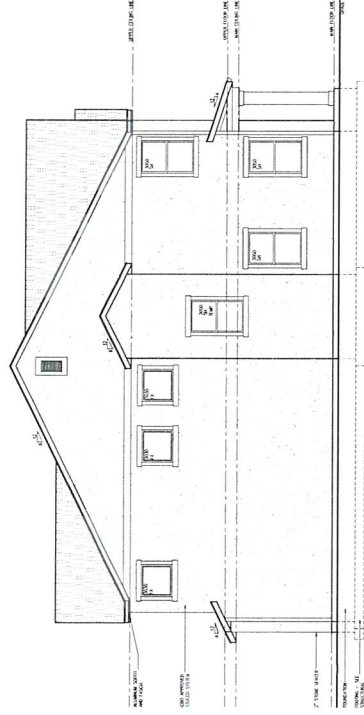
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## ELEVATION - OPTION 2

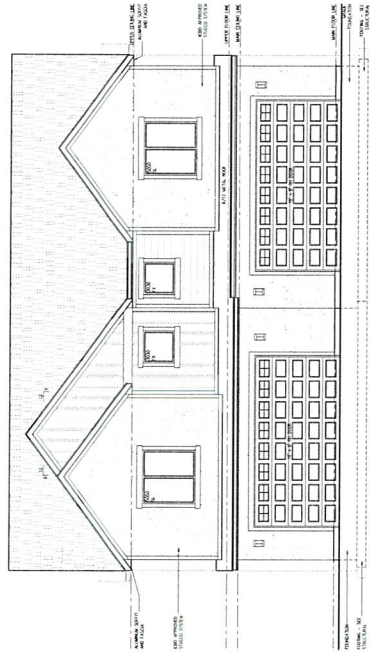
ALANTE - SPRING RUN - TYPE H - DUPLEX - (MAY 2022)

A2.1

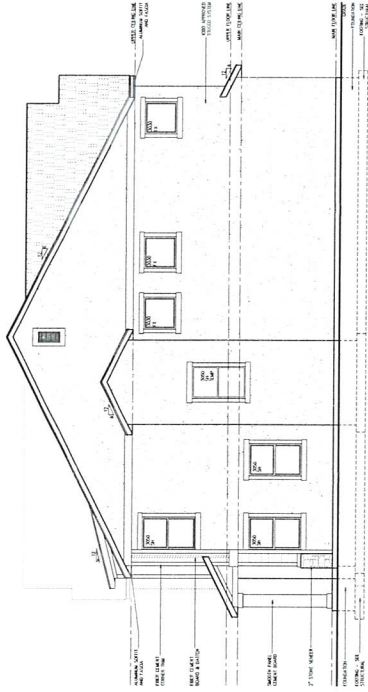
LEFT SIDE ELEVATION  
SCALE: 1/4"=1'-0"



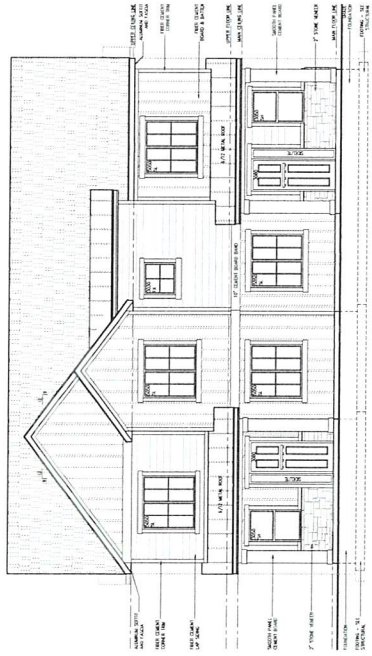
REAR ELEVATION  
SCALE: 1/4"=1'-0"



RIGHT ELEVATION  
SCALE: 1/4"=1'-0"



FRONT ELEVATION  
SCALE: 1/4"=1'-0"



ELEVATIONS

ALANTE - 2 PLEX TYPE H

A NEW MULTI FAMILY PROJECT FOR ALANTE



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202 EAST 800 NORTH, SUITE 2000, OREM, UT 84057 | 801.225.7333 | WWW.HARRISARCHITECTURE.COM

MAY 2022  
CALDWELL BARD

DESIGNED BY  
EMM

REVISIONS

REVISIONS

ISSUED BY  
BWH

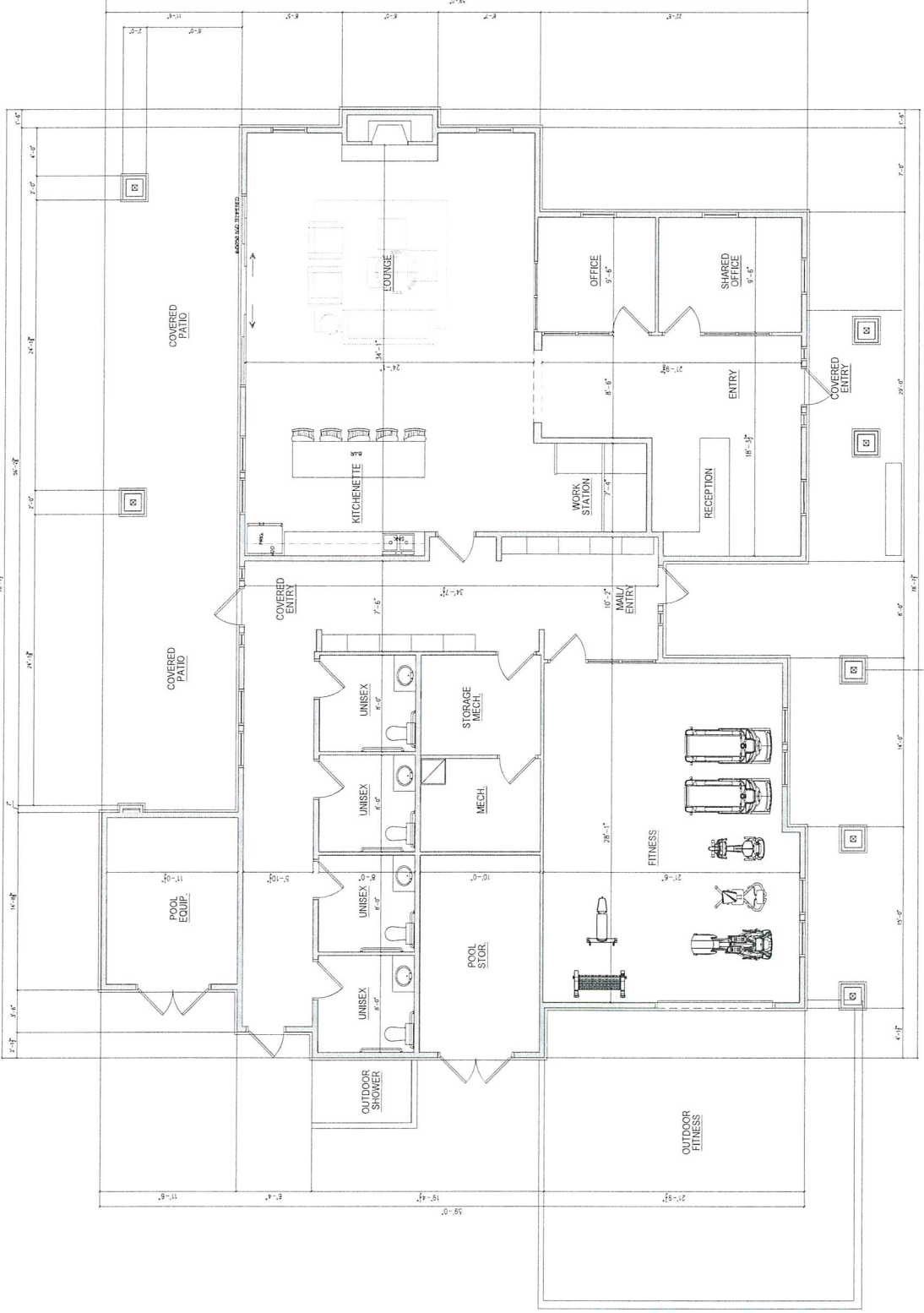
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ALANTE - CLUBHOUSE  
A NEW CLUBHOUSE PROJECT FOR ALANTE  
CLUBHOUSE MAIN LEVEL

MAY 2022  
CALDWELL BOND

A1.0



**MAIN FLOOR PLAN**

SCALE: 1/4" = 1'-0"  
MAIN LIVING: 3467 S.F.

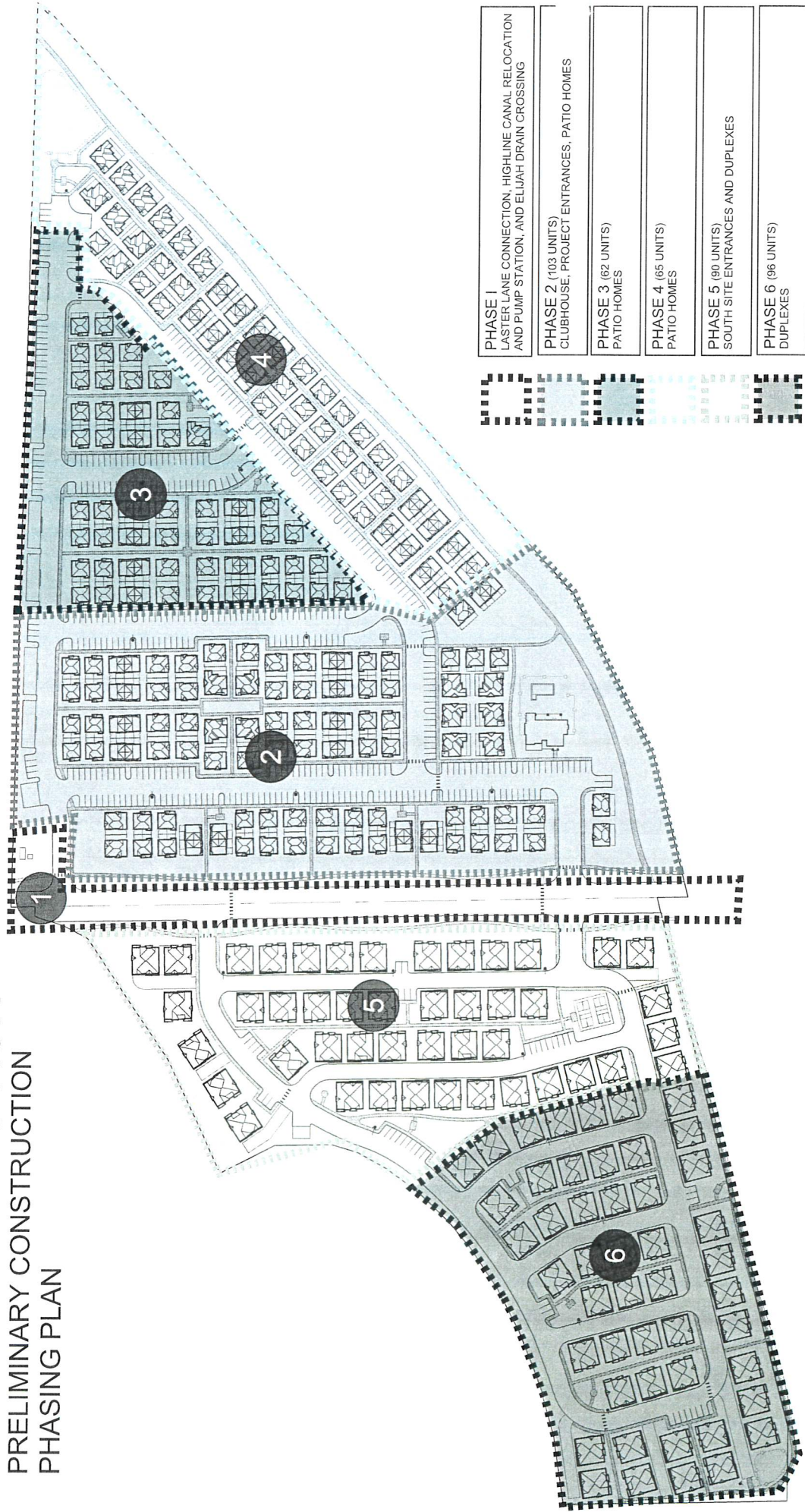


**SPRING RUN  
CLUB HOUSE  
CONCEPT ONLY**

ALANTE - SPRING RUN - CLUBHOUSE - (MAY 2022)

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# ALANTE SPRING RUN PRELIMINARY CONSTRUCTION PHASING PLAN





# TRAFFIC IMPACT STUDY - DRAFT

## ALANTE SPRING RUN

Caldwell, Idaho

May 18, 2022



Prepared For:

**PEG Companies**

Prepared By:



181 East 50<sup>th</sup> Street  
Garden City, ID 83714  
(208) 841-4996

*S:\projects\22-18 Alante\doc\Alante TIS.docx*

A15

**EXECUTIVE SUMMARY ..... 1**

    1.0 Proposed Development..... 1

    2.0 2022 Existing Traffic Conditions ..... 2

    3.0 2026 Build-Out Year Background Traffic Conditions ..... 2

    4.0 2026 Build-Out Year Total Traffic Conditions ..... 3

**1.0 INTRODUCTION ..... 4**

    1.1 Proposed Development..... 5

    1.2 Study Approach ..... 5

    1.3 Study Area ..... 5

    1.4 Study Period ..... 5

    1.5 Analysis Methods and Performance Measure Thresholds..... 5

**2.0 EXISTING CONDITIONS..... 7**

    2.1 Roadway Network, Intersection Control, and Lane Configuration..... 7

    2.2 Existing Traffic Volumes ..... 7

    2.3 Intersection Crash Data ..... 7

    2.4 Intersection Operations..... 10

    2.5 Intersection Mitigation ..... 10

**3.0 2026 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS ..... 11**

    3.1 Roadway Network..... 11

    3.2 Background Traffic ..... 11

    3.3 Intersection Operations..... 11

    3.4 Intersection Mitigation ..... 11

**4.0 2026 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS..... 14**

    4.1 Site Traffic..... 14

        4.1.1 Trip Generation ..... 14

        4.1.2 Trip Capture..... 14

        4.1.3 Pass-By Trips..... 14

        4.1.4 Modal Split ..... 14

        4.1.5 Trip Distribution and Assignment ..... 14

    4.2 Total Traffic..... 14

    4.3 Intersection Operations..... 20

    4.4 Intersection Mitigation ..... 20

    4.5 Site Access and Circulation..... 21

**APPENDIX A: Traffic Counts ..... A**

**APPENDIX B: 2016-2020 Crash Data..... B**

**APPENDIX C: 2022 Synchro Reports..... C**

**APPENDIX D: COMPASS Reports ..... D**

**APPENDIX E: 2026 Synchro Reports..... E**

**APPENDIX F: NCHRP Report 457 Turn Lane Warrant Worksheets..... F**

**List of Figures**

Figure 1.1 – Site Location and Vicinity .....4  
 Figure 1.2 – Preliminary Site Plan .....6  
 Figure 2.1 – 2022 Existing Intersection Control and Lane Configuration .....8  
 Figure 2.2 – 2022 Existing Peak Hour Traffic .....9  
 Figure 3.1 – 2026 Build-Out Year Peak Hour Background Traffic .....12  
 Figure 4.1 – Estimated Site Traffic Distribution Patterns .....15  
 Figure 4.2 – Build-Out Year AM Peak Hour Site Traffic .....16  
 Figure 4.3 – Build-Out Year PM Peak Hour Site Traffic.....17  
 Figure 4.4 – 2026 Build-Out Year AM Peak Hour Total Traffic .....18  
 Figure 4.5 – 2026 Build-Out Year PM Peak Hour Total Traffic.....19  
 Figure 4.6 – Site Access, Circulation, and ADT .....22

**List of Tables**

Table 2.1 – Existing Roadway Characteristics .....7  
 Table 2.2 – Intersection Crash Data (2016-2020) .....7  
 Table 2.3 – Intersection Operations – 2022 Existing Traffic .....10  
 Table 3.1 – Intersection Operations – 2026 Build-Out Year Background Traffic .....13  
 Table 3.2 – Lake Avenue and Laster Lane Intersection – 2026 Background Traffic Mitigation with Laster Connection..... 13  
 Table 4.1 – Site Trip Generation Summary..... 14  
 Table 4.2 – Intersection Operations – 2026 Build-Out Year Total Traffic .....20  
 Table 4.3 – Site Access Intersection Operations – 2026 Build-Out Year Total Traffic.....21

## EXECUTIVE SUMMARY

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Alante Spring Run located along the future Laster Lane extension between Lake Avenue and Cleveland Boulevard in Caldwell, Idaho, as shown in **Figure 1.1**. The scope of this TIS was determined through coordination with the City and was prepared in accordance with their requirements.

The TIS evaluates the potential traffic impacts resulting from background traffic growth, in-process developments in the area, and the proposed development, and makes recommendations to mitigate the impacts if needed. Traffic impacts were evaluated for the following analysis years and traffic conditions:

- 2022 Existing traffic
- 2026 Build-out year background traffic
- 2026 Build-out year total traffic

### 1.0 Proposed Development

- 1.1 Alante Spring Run is a proposed multifamily residential development anticipated to contain 416 attached rentable dwelling units with an expected 2026 build-out year, subject to change depending on market conditions.
- 1.2 Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, the proposed development is estimated to generate approximately 3,119 trips per weekday, 211 trips in the AM peak hour, and 246 trips in the PM peak hour.
  - All trips generated by the site were assumed to be made by personal and commercial vehicles for the traffic impact analysis
  - Based on the proposed land use, the development is not expected to attract pass-by trips or retain trips internally within the site
  - The estimated site traffic distribution patterns are:
    - 50% south of the site along Cleveland Boulevard
    - 10% north of the site along Cleveland Boulevard
    - 10% south of the site along Lake Avenue
    - 30% north of the site along Lake Avenue
- 1.3 The development will construct Laster Lane through the site connecting to the existing Laster Lane segments east and west of the site. Three full-movement approaches are proposed on Laster Lane for site access:
  - Access A
    - Located approximately 440 feet east of Kent Avenue and 250 feet west of Access B
      - Meets the City minimum 245-foot driveway spacing on Laster Lane as a 25-mph collector street
      - Does not meet the City minimum 280-foot driveway spacing if Laster Lane is a 35-mph collector street
    - Not expected to meet NCHRP Report 457 turn-lane guidelines
    - Expected to meet minimum operational thresholds under 2026 total traffic conditions
  - Access B
    - Located approximately 250 feet east of Access A and 650 feet west of Access C
      - Meets the City 245-foot minimum driveway spacing on Laster Lane as a 25-mph collector street
      - A 35-foot increase in separation distance from Access A is needed to meet driveway spacing guidelines if Laster Lane is a 35-mph collector street

- Not expected to meet NCHRP Report 457 turn-lane guidelines
  - Expected to meet minimum operational thresholds under 2026 total traffic conditions
- Access C
- Located approximately 650 feet east of Access B and 520 feet west of Ann Marie Avenue
    - Meets the City 245-foot or 280-foot minimum driveway spacing on Laster Lane as a 25 or 35-mph collector street
  - Not expected to meet NCHRP Report 457 turn-lane guidelines
  - Expected to meet minimum operational thresholds under 2026 total traffic conditions
- 1.4 The proposed Laster Lane extension through the site frontage should be constructed to meet the City’s collector street standards.

## **2.0 2022 Existing Traffic Conditions**

- 2.1 With 2022 existing traffic conditions, all study area intersections currently meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. As a result, no intersection improvements are needed to mitigate existing traffic operations.
- 2.2 The study area intersection of Lake Avenue and Laster Lane does not warrant turn lanes under 2022 existing traffic conditions based on NCHRP Report 457 turn lane guidelines.
- 2.3 Various segments of Laster Lane between Lake Avenue and Cleveland Boulevard currently are missing curb, gutter, and sidewalk. These segments should be improved to the City’s collector street standards as development occurs.

## **3.0 2026 Build-Out Year Background Traffic Conditions**

- 3.1 2026 background traffic was estimated using the following annual growth rates based on the Community Planning Association of Southwest Idaho (COMPASS) forecasts:
- 1% on Cleveland Boulevard
  - 3% on Lake Avenue
  - 0% on Laster Lane/Happy Day Boulevard
    - The areas along Laster Lane is effectively built out except for the site
- 3.2 Lavender Cove Subdivision is an in-process development located south of the site. Off-site traffic generated by the development is included in the background traffic
- Lavender Cove Subdivision does not own the right-of-way to construct the Laster Lane extension; therefore, may not have connectivity to Laster Lane until Alante Spring Run is developed
- 3.3 With 2026 background traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. As a result, no intersection improvements are needed to mitigate 2026 background traffic operations.
- 3.4 The Lake Avenue and Laster Lane intersection does not warrant turn lanes under 2026 background traffic conditions based on NCHRP Report 457 turn lane guidelines if the Lavender Cove Subdivision does not have connectivity to Laster Lane extension. A southbound left-turn lane is warranted at the Lake Avenue and Laster Lane intersection if Lavender Cove Subdivision has connectivity to Laster Lane extension.

---

#### **4.0 2026 Build-Out Year Total Traffic Conditions**

- 4.1 With 2026 total traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration with and without the southbound left-turn lane at the Lake Avenue and Laster Lane intersection. None of the study area intersections are anticipated to warrant additional turn lanes based on NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2026 total traffic operations.
- 4.2 The estimated build-out site traffic percentage of 2026 build-out year total traffic at the study area intersections are:
- Lake Avenue and Laster Lane intersection : AM Peak = 10.6%, PM Peak = 10.6%
  - Cleveland Boulevard and Laster Street intersection : AM Peak = 6.2%, PM Peak = 5.3%

## 1.0 INTRODUCTION

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Alante Spring Run located along the future Laster Lane extension between Lake Avenue and Cleveland Boulevard in Caldwell, Idaho. **Figure 1.1** shows the site location and its vicinity. The TIS evaluates the potential traffic impacts resulting from background traffic growth, in-process developments within the area, and the proposed development, and identifies improvements to mitigate the impacts if needed. The scope of this TIS was determined through coordination with the City of Caldwell (City) and was prepared in accordance with the City’s requirements.

**Figure 1.1 – Site Location and Vicinity**



## 1.1 Proposed Development

Figure 1.2 shows the preliminary site plan with the proposed land uses and site access locations. Alante Spring Run is a proposed multifamily residential development anticipated to contain 416 attached rentable dwelling units with an expected 2026 build-out year. The development is planning to construct Laster Lane through the site connecting to the existing Laster Lane west of and Laster Street east of the site. Three site accesses are proposed on the future Laster Lane extension.

## 1.2 Study Approach

A previous TIS was completed for this parcel in November 2020 for Buxton Pointe. The study area, specific parameters, and requirements for the original study were coordinated with the City of Caldwell staff. The scope of work for the Alante Spring TIS remain unchanged as the original TIS.

## 1.3 Study Area

The following study area intersections were identified for traffic impact analysis:

- Lake Avenue and Laster Lane intersection
- Cleveland Boulevard and Laster Street intersection
- All proposed site access intersections on Laster Lane extension

## 1.4 Study Period

The analysis peak periods are weekday AM and PM peak hours of operation of the transportation system. The analysis years and traffic scenarios are:

- 2022 Existing traffic
- 2026 Build-out year background traffic
- 2026 Build-out year total traffic

## 1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using the Synchro 11 (Version 11.1.2.9), which utilizes the HCM 6<sup>th</sup> Edition (HCM6) methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. Signal timing data for the signalized intersection was obtained from ITD. Level of service (LOS) for intersections is based on the average delay of vehicles traveling through the intersection on a scale of A (best) to F (worst).

The study area roadways and intersections fall under the jurisdiction of the City and ITD. For this study, the minimum operational thresholds for City roadways and intersections are 0.90 v/c ratio for the critical lane group. For ITD intersections, mitigation improvements are required for any individual movement either operating at LOS F or with a v/c ratio greater than 0.90 (Memo No. 39, District 3 Operational Procedures).

The HCM6 methodology in Synchro does not compute an overall intersection v/c ratio as a measure of effectiveness (MOE) for signalized intersections. For this study, the overall intersection v/c ratio was estimated using Synchro based on HCM 2000 methodology.



Figure 1.2 – Preliminary Site Plan



## 2.0 EXISTING CONDITIONS

### 2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway functional classification is based on the 2019 City of Caldwell Functional Classification Map and the ITD iPlan OpenData ArcGIS database. **Figure 2.1** summarizes the study area intersection existing control and lane configuration.

There are two existing private approaches on the west side of the Lake Avenue and Laster Lane intersection. These approaches were combined to form the west leg of the intersection for traffic impact analysis purposes.

**Table 2.1 – Existing Roadway Characteristics**

| Roadway                  | Functional Classification            | Number of Lanes | Posted Speed Limit (mph)          | Pedestrian Facilities   |
|--------------------------|--------------------------------------|-----------------|-----------------------------------|---|
| Laster Ln / Laster St    | Collector                            | 2               | 20-25 (existing)<br>35 (ultimate) | <ul style="list-style-type: none"> <li>Sidewalks along developed frontages</li> </ul> |
| Lake Ave                 | Minor Arterial                       | 2               | 35                                | <ul style="list-style-type: none"> <li>Sidewalks along developed frontages</li> </ul> |
| Cleveland Blvd (I-84 BL) | Principal Arterial (Statewide Route) | 5               | 45                                | <ul style="list-style-type: none"> <li>Sidewalk on both sides</li> </ul>              |
| Happy Day Blvd           | Local Road                           | 2               | Unposted (20)                     | <ul style="list-style-type: none"> <li>Sidewalk on both sides</li> </ul>              |

### 2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts at the study area intersections were obtained on March 30 and April 7 in 2022. The peak hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak hour and between 4:00 and 6:00 PM during the PM peak hour. Entering and exiting volumes for the west leg of the Lake Avenue and Laster Lane intersection are based on the volumes used in the Buxton Pointe TIS, as these volumes are not expected to change from 2020 to 2022. Existing turning movement counts are included in the appendix. Existing AM and PM peak hour traffic volumes are summarized in **Figure 2.2**.

### 2.3 Intersection Crash Data

The most current five-year crash data (2016-2020) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>). **Table 2.2** summarizes the crash data reported at the study area intersections. Based on the crash history, the study area intersections do not seem to have apparent safety issues that require improvements. The intersection crash rates are less than one crash per million entering vehicles.

**Table 2.2 – Intersection Crash Data (2016-2020)**

| Intersection                   | Total Crashes | Crash Severity |        |       | Notes   | Crash Rate (Crashes per MEV) |
|--------------------------------|---------------|----------------|--------|-------|---|------------------------------|
|                                |               | PDO            | Injury | Fatal |   |                              |
| ① Lake Ave and Laster Ln       | 3             | 2              | 1      | 0     | <ul style="list-style-type: none"> <li>2 angle crashes, 1 rear-end crash</li> <li>All crashes on Lake Avenue approaches</li> </ul>  | 0.31                         |
| ② Cleveland Blvd and Laster St | 30            | 17             | 13     | 0     | <ul style="list-style-type: none"> <li>16 (53%) rear-end crashes, 7 (23%) angle crashes</li> <li>28 (82%) crashes on Caldwell Blvd approaches</li> <li>27 (90%) crashes due to failure to yield, following too close, or inattention</li> </ul> | 0.75                         |

**Figure 2.1 – 2022 Existing Intersection Control and Lane Configuration**

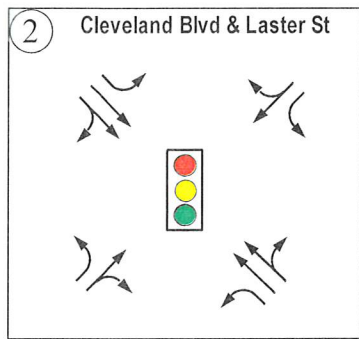
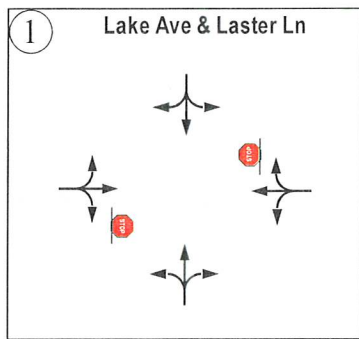
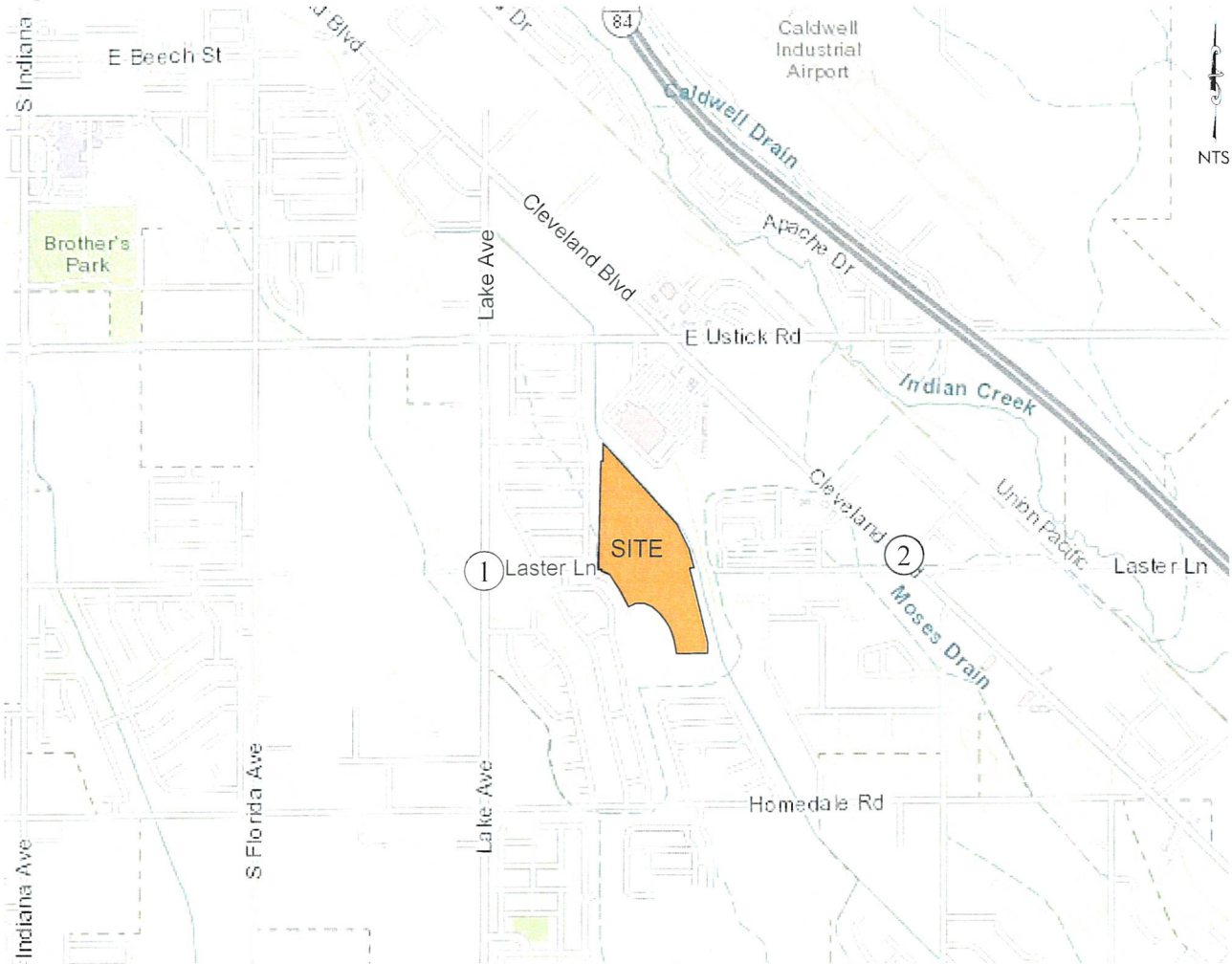
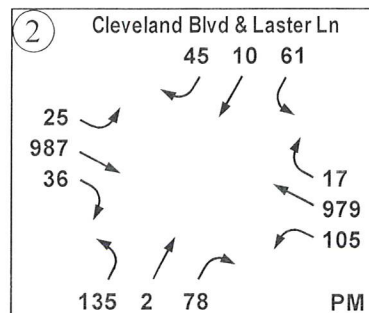
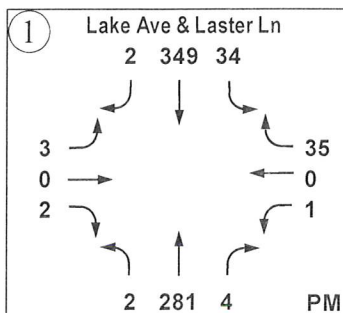
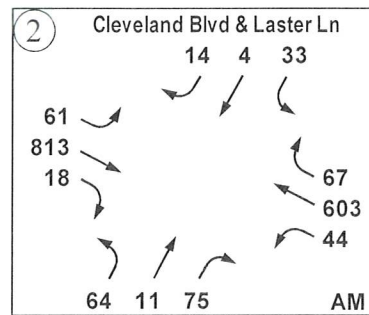
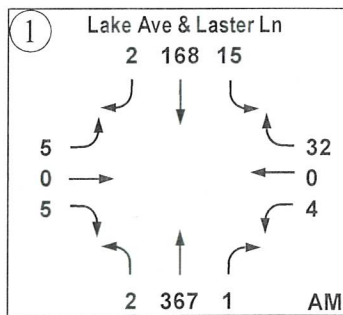
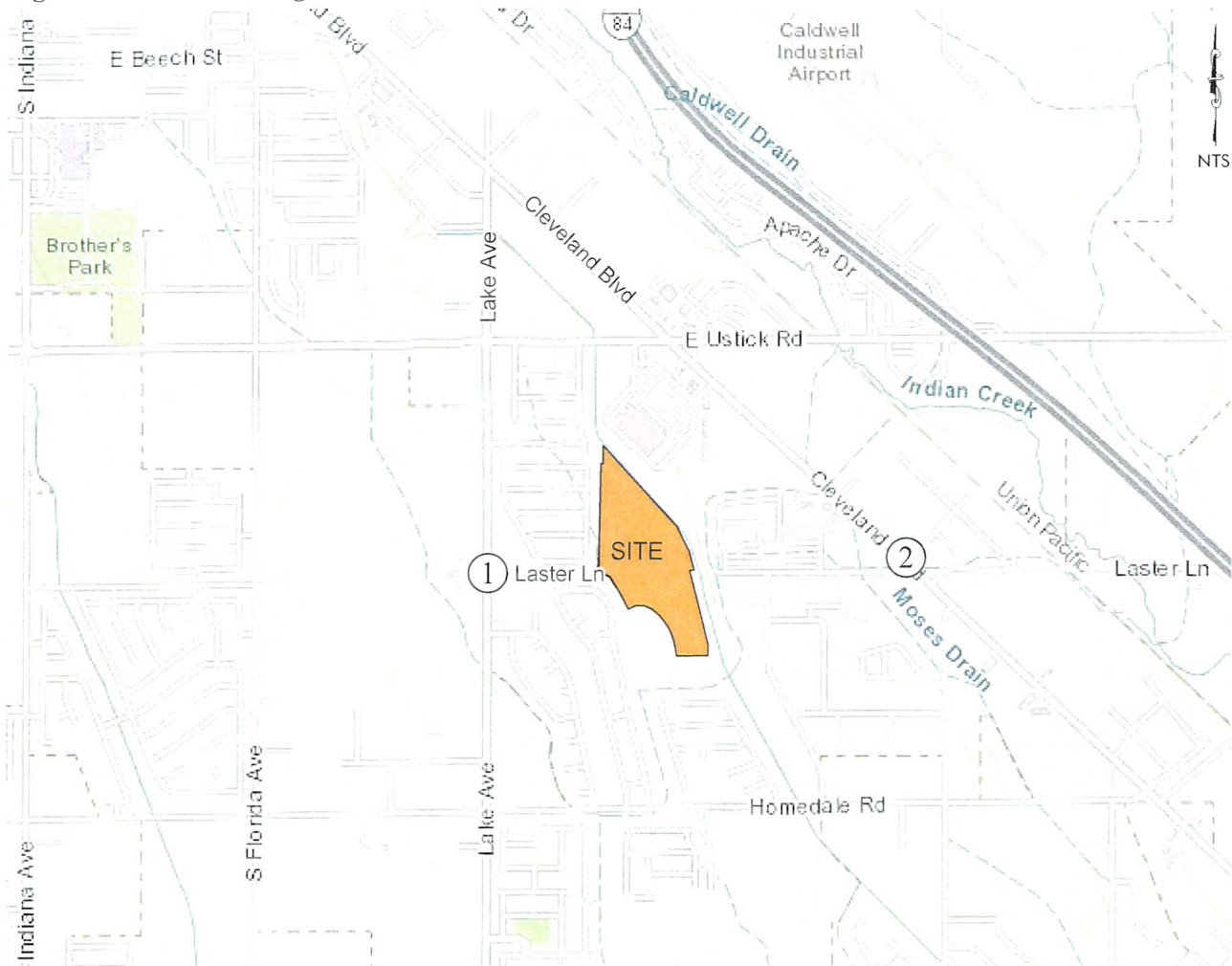


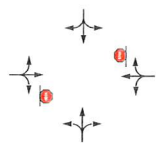

Figure 2.2 – 2022 Existing Peak Hour Traffic



## 2.4 Intersection Operations

To determine the existing traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration with the existing peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections currently meet minimum operational thresholds under 2022 existing traffic conditions.

**Table 2.3 – Intersection Operations – 2022 Existing Traffic**

| Intersection                      | Control / Lane   | Intersection or Lane Group | AM Peak Hour |               |           | PM Peak Hour |               |           |
|-----------------------------------|--|----------------------------|--------------|---------------|-----------|--------------|---------------|-----------|
|                                   |  |                            | LOS          | Delay [s/veh] | v/c Ratio | LOS          | Delay [s/veh] | v/c Ratio |
| ①<br>Lake Ave and Laster Ln       |   | EB                         | B            | 15            | 0.03      | C            | 15            | 0.02      |
|                                   |  | WB                         | B            | 13            | 0.09      | B            | 11            | 0.06      |
|                                   |  | NB                         | A            | 8             | < 0.01    | A            | 8             | < 0.01    |
|                                   |  | SB                         | A            | 9             | 0.02      | A            | 8             | 0.03      |
| ②<br>Cleveland Blvd and Laster St |  | Intersection               | B            | 15            | 0.53      | B            | 17            | 0.63      |
|                                   |  | SEBL                       | B            | 11            | 0.20      | B            | 12            | 0.10      |
|                                   |  | SEBT                       | B            | 15            | 0.77      | B            | 18            | 0.80      |
|                                   |  | SEBTR                      | B            | 15            | 0.77      | B            | 18            | 0.80      |
|                                   |  | NWBL                       | B            | 11            | 0.18      | B            | 13            | 0.36      |
|                                   |  | NWBT                       | B            | 15            | 0.65      | B            | 15            | 0.69      |
|                                   |  | NWBTR                      | B            | 15            | 0.65      | B            | 15            | 0.69      |
|                                   |  | NEBL                       | B            | 19            | 0.21      | C            | 22            | 0.37      |
|                                   |  | NEBTR                      | C            | 22            | 0.55      | C            | 24            | 0.38      |
|                                   |  | SWBL                       | B            | 20            | 0.14      | C            | 22            | 0.19      |
|                                   |  | SWBTR                      | C            | 22            | 0.15      | C            | 26            | 0.36      |

## 2.5 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds. Turn lane warrant analysis at the Lake Avenue and Laster Lane intersection was evaluated using the turn lane guidelines outlined in the *National Cooperative Highway Research Program (NCHRP) Report 457 – Evaluating Intersection Improvements, An Engineering Study Guide*. No turn lanes are warranted under 2022 existing traffic operations based on NCHRP Report 457 turn lane guidelines. As a result, no improvements are needed to mitigate 2022 existing traffic operations.

## 3.0 2026 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS

### 3.1 Roadway Network

The study area roadways are expected to remain the same as the 2022 existing traffic conditions. No study area intersection improvements were listed in the ITD 2022-2028 Idaho Transportation Investment Program (ITIP). One project was listed in the City of Caldwell 2040 Comprehensive Plan Exhibit 25 “Transportation Needs Assessment”. Project 39 is the Lake Avenue corridor improvements between Cleveland Boulevard and Karcher Road. However, this project is with a “Super-Long Range” implementation time frame which is expected to occur after 2030, well beyond the anticipated build-out year of Alante Spring Run development.

### 3.2 Background Traffic

Background traffic growth from 2022 to 2026 was estimated by extrapolating the existing traffic counts with the following annual growth rates:

- 3% on Lake Avenue
- 1% on Cleveland Boulevard
- 0% on Laster Lane, Laster Street, and Happy Day Boulevard
  - The areas along Laster Lane is effectively built out except for Buxton Pointe

These annual traffic growth rates are based on COMPASS forecasts between 2021 and 2030. COMPASS forecasts are included in the appendix. All in-process developments within the vicinity of the development are included in the COMPASS base model and thus accounted for in the growth rates. One in-process development, Lavender Cove Subdivision, is proposing to connect to the on-site roadway network of Alante Spring Run development for site access. Thus, off-site traffic for this development will be included under 2026 total traffic conditions to more accurately forecast future volumes on the Laster Lane extension and the future site access intersections. **Figure 3.1** summarizes the 2026 peak hour background traffic.

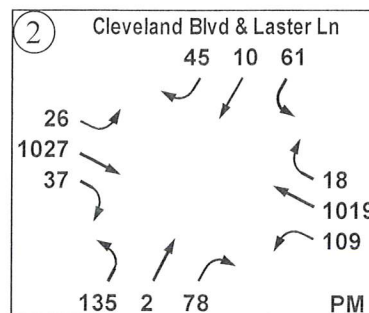
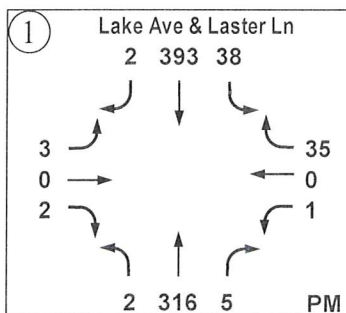
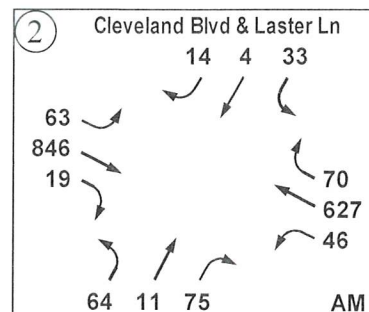
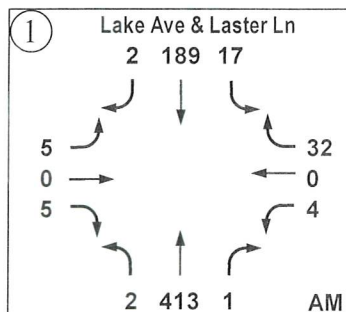
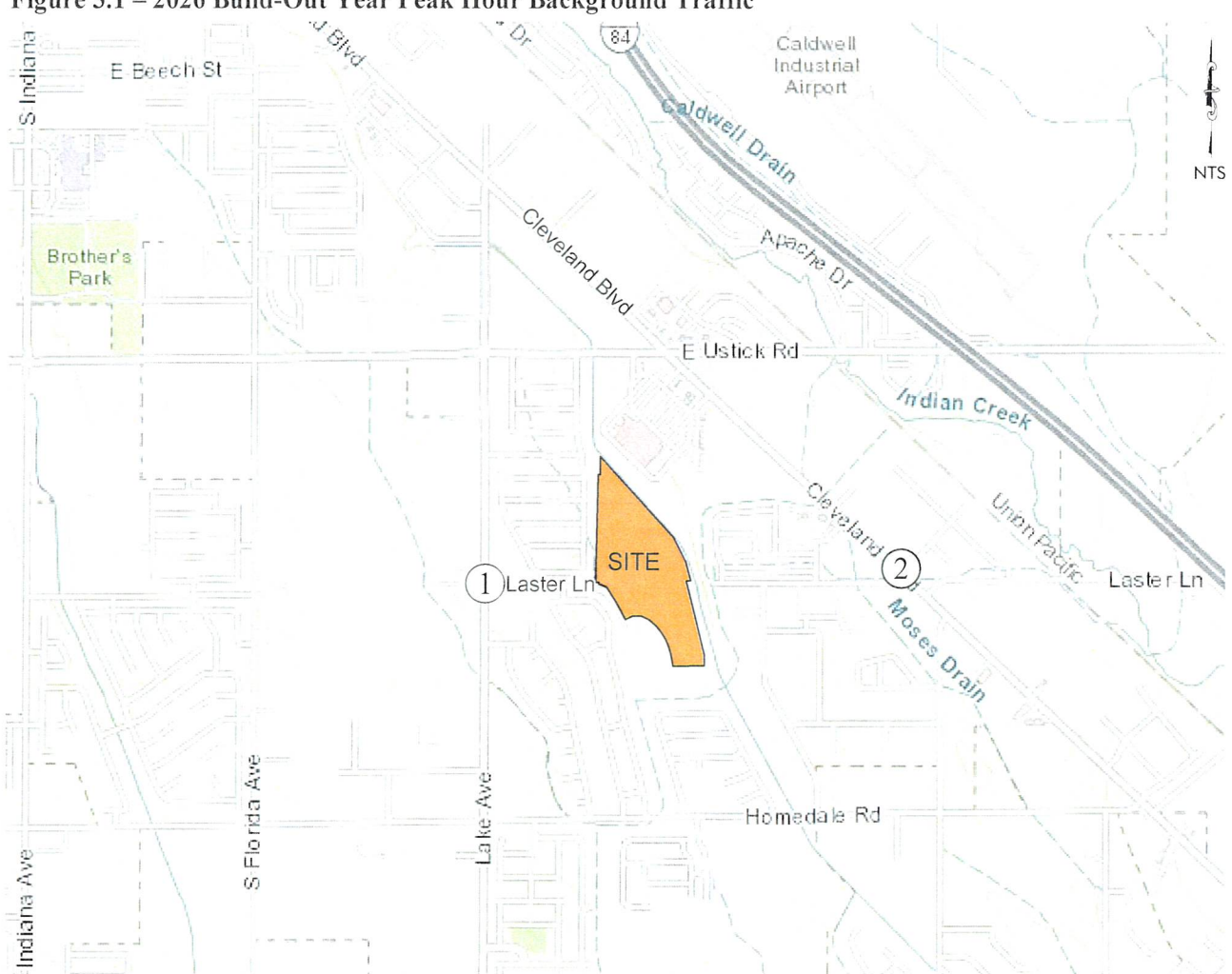
### 3.3 Intersection Operations

To determine the 2026 background traffic operations, the study area intersections were analyzed with the existing intersection control lane and configuration. Copies of the analysis reports are included in the appendix. **Table 3.1** summarizes the intersection capacity analysis results. Based on traffic analysis results, all study area intersections are expected to continue to meet minimum operational thresholds.

### 3.4 Intersection Mitigation

All study area intersections are expected to meet minimum operational thresholds under 2026 background traffic conditions. The Lake Avenue and Laster Lane intersection is not anticipated to warrant turn lanes based on NCHRP Report 457 turn lane guidelines if Lavender Cove Subdivision does not have connectivity to the Laster Lane extension. If Lavender Cove Subdivision has connectivity to the Laster Lane extension, a southbound left-turn lane is warranted at the Lake Avenue and Laster Lane intersection. **Table 3.2** summarizes the intersection operations with the additional southbound left-turn lane when Lavender Cove Subdivision can access their development via Laster Lane.

Figure 3.1 – 2026 Build-Out Year Peak Hour Background Traffic



**Table 3.1 – Intersection Operations – 2026 Build-Out Year Background Traffic**

| Intersection                      | Control / Lane | Intersection or Lane Group | AM Peak Hour |               |           | PM Peak Hour |               |           |
|-----------------------------------|----------------|----------------------------|--------------|---------------|-----------|--------------|---------------|-----------|
|                                   |                |                            | LOS          | Delay [s/veh] | v/c Ratio | LOS          | Delay [s/veh] | v/c Ratio |
| ①<br>Lake Ave and Laster Ln       |                | EB                         | C            | 15            | 0.04      | C            | 17            | 0.02      |
|                                   |                | WB                         | B            | 13            | 0.10      | B            | 11            | 0.06      |
|                                   |                | NB                         | A            | 8             | < 0.01    | A            | 8             | < 0.01    |
|                                   |                | SB                         | A            | 9             | 0.02      | A            | 8             | 0.04      |
| ②<br>Cleveland Blvd and Laster St |                | Intersection               | B            | 15            | 0.53      | B            | 17            | 0.64      |
|                                   |                | SEBL                       | B            | 10            | 0.19      | B            | 12            | 0.10      |
|                                   |                | SEBT                       | B            | 15            | 0.77      | B            | 18            | 0.81      |
|                                   |                | SEBTR                      | B            | 15            | 0.77      | B            | 18            | 0.81      |
|                                   |                | NWBL                       | B            | 11            | 0.17      | B            | 13            | 0.38      |
|                                   |                | NWBT                       | B            | 15            | 0.65      | B            | 15            | 0.70      |
|                                   |                | NWBTR                      | B            | 15            | 0.65      | B            | 15            | 0.70      |
|                                   |                | NEBL                       | B            | 19            | 0.20      | C            | 22            | 0.38      |
|                                   |                | NEBTR                      | C            | 22            | 0.52      | C            | 25            | 0.38      |
|                                   |                | SWBL                       | B            | 20            | 0.13      | C            | 23            | 0.19      |
| SWBTR                             | C              | 21                         | 0.14         | C             | 27        | 0.36         |               |           |

**Table 3.2 – Lake Avenue and Laster Lane Intersection – 2026 Background Traffic Mitigation with Laster Connection**

| Intersection                | Control / Lane Mitigation | Intersection or Lane Group | AM Peak Hour |               |           | PM Peak Hour |               |           |
|-----------------------------|---------------------------|----------------------------|--------------|---------------|-----------|--------------|---------------|-----------|
|                             |                           |                            | LOS          | Delay [s/veh] | v/c Ratio | LOS          | Delay [s/veh] | v/c Ratio |
| ①<br>Lake Ave and Laster Ln |                           | EB                         | C            | 16            | 0.04      | C            | 17            | 0.02      |
|                             |                           | WB                         | C            | 15            | 0.17      | B            | 12            | 0.10      |
|                             |                           | NB                         | A            | 8             | < 0.01    | A            | 8             | < 0.01    |
|                             |                           | SBL                        | A            | 9             | 0.03      | A            | 8             | 0.04      |
|                             |                           | SBTR                       | -            | -             | -         | -            | -             | -         |



## 4.0 2026 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

### 4.1 Site Traffic

#### 4.1.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the Trip Generation Manual (11<sup>th</sup> Edition), published by the Institute of Transportation Engineers (ITE). **Table 4.1** summarizes the site trip generation. The proposed development is estimated to generate approximately 3,119 trips per weekday, 211 trips during the AM peak hour, and 246 trips during the PM peak hour.

**Table 4.1 – Site Trip Generation Summary**

| Land Use                    | ITE Code | Size | Unit | Period              | Total Trips | Entering |       | Exiting |       |
|-----------------------------|----------|------|------|---------------------|-------------|----------|-------|---------|-------|
|                             |          |      |      |                     |             |          |       |         |       |
| Duplexes / Rentable Housing | 215      | 416  | DU   | Weekday Daily (vpd) | 3,119       | 50%      | 1,559 | 50%     | 1,560 |
|                             |          |      |      | AM Peak Hour (vph)  | 211         | 31%      | 65    | 69%     | 146   |
|                             |          |      |      | PM Peak Hour (vph)  | 246         | 57%      | 140   | 43%     | 106   |

#### 4.1.2 Trip Capture

Based on the proposed land use, the development is not expected to retain trips within the site.

#### 4.1.3 Pass-By Trips

Based on the proposed land use, no pass-by trips are expected to be attracted to the site.

#### 4.1.4 Modal Split

For traffic analysis purposes, all trips generated by the development were assumed to be made by personal and commercial vehicles. Currently, the nearest bus stop to the development is immediately north of the Laster Street and Cleveland Boulevard intersection, approximately ½-mile east of the site, and is not expected to significantly affect the modal split of site-generated trips of the proposed development.

#### 4.1.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on current travel patterns, site layout, and general location of the site within the area. **Figure 4.1** shows the expected site traffic distribution patterns for the proposed development.

**Figure 4.2** and **Figure 4.3** summarize the estimated AM and PM peak hour site traffic with the proposed accesses as shown in the site plan.

### 4.2 Total Traffic

With the continuation of Laster Lane west and east of the site, some existing traffic is expected to shift their existing routes. However, the new connectivity is not expected to significantly change the traffic patterns in the area. One in-process development, Lavender Cove Subdivision, is proposing to connect to the on-site roadway network of Alante Spring Run development for site access. Thus, off-site traffic for this development was included to more accurately forecast future volumes on the Laster Lane extension and the future site access intersections.

The 2026 site traffic is then added to the 2026 background traffic. **Figure 4.4** and **Figure 4.5** summarize the estimated 2026 peak hour total traffic at the study area intersections during the AM and PM peak hours.

Figure 4.1 – Estimated Site Traffic Distribution Patterns

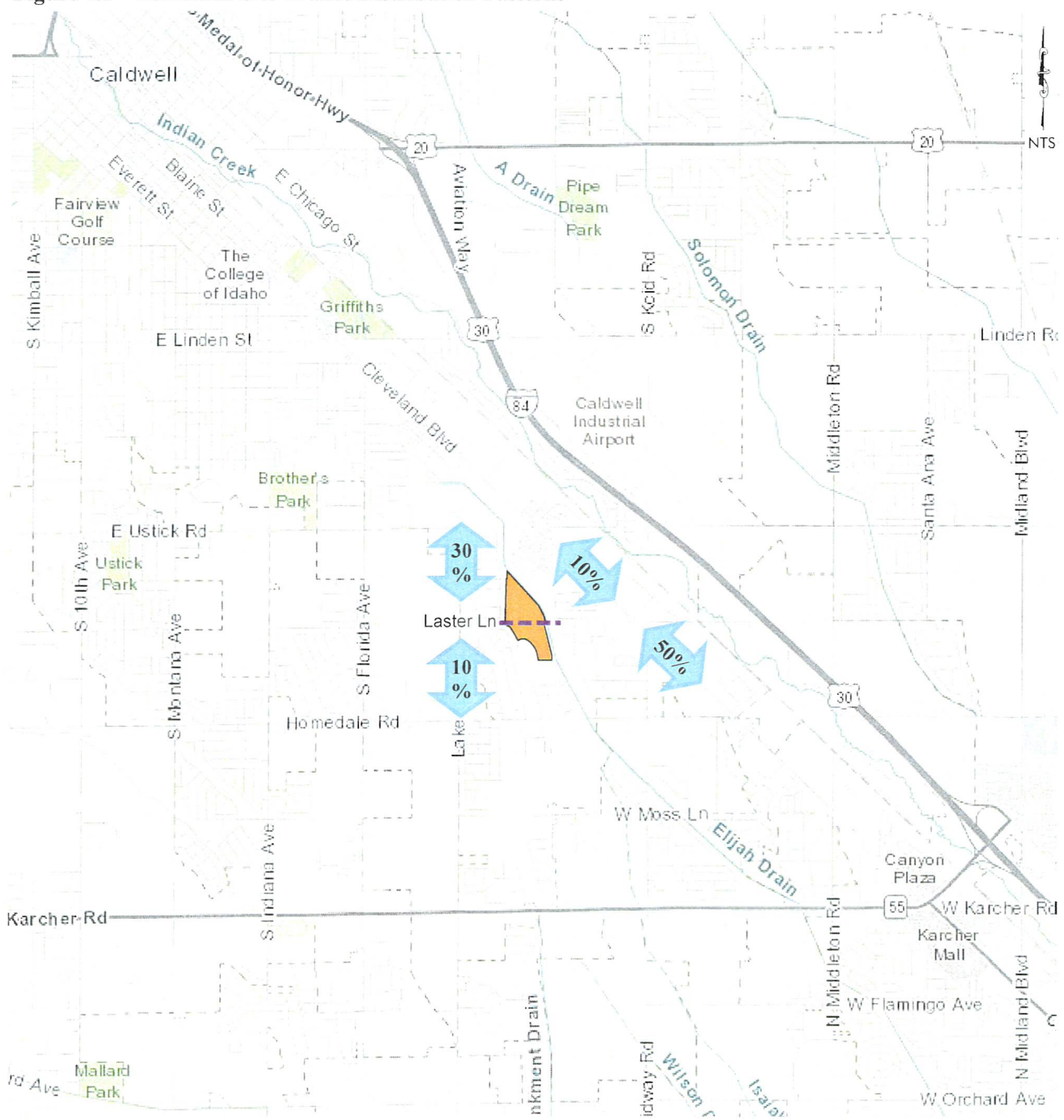


Figure 4.2 – Build-Out Year AM Peak Hour Site Traffic

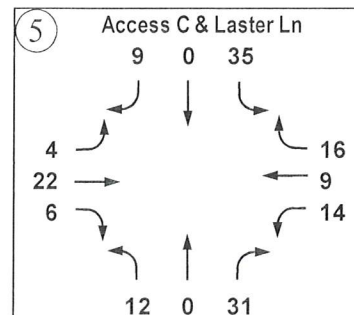
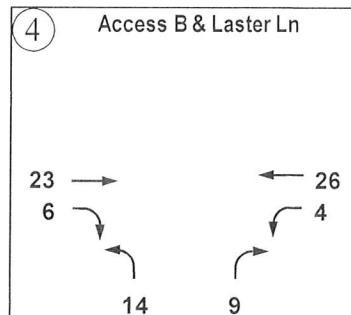
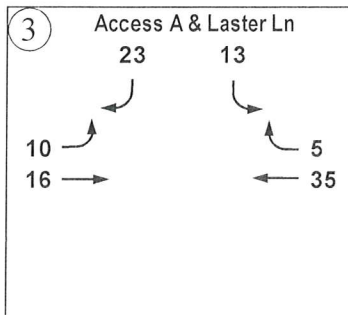
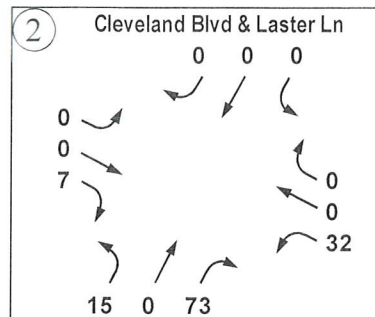
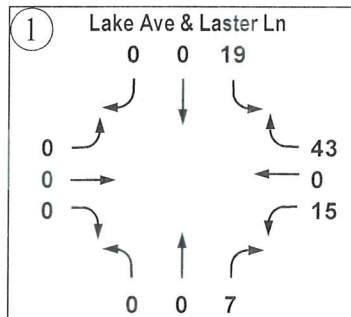
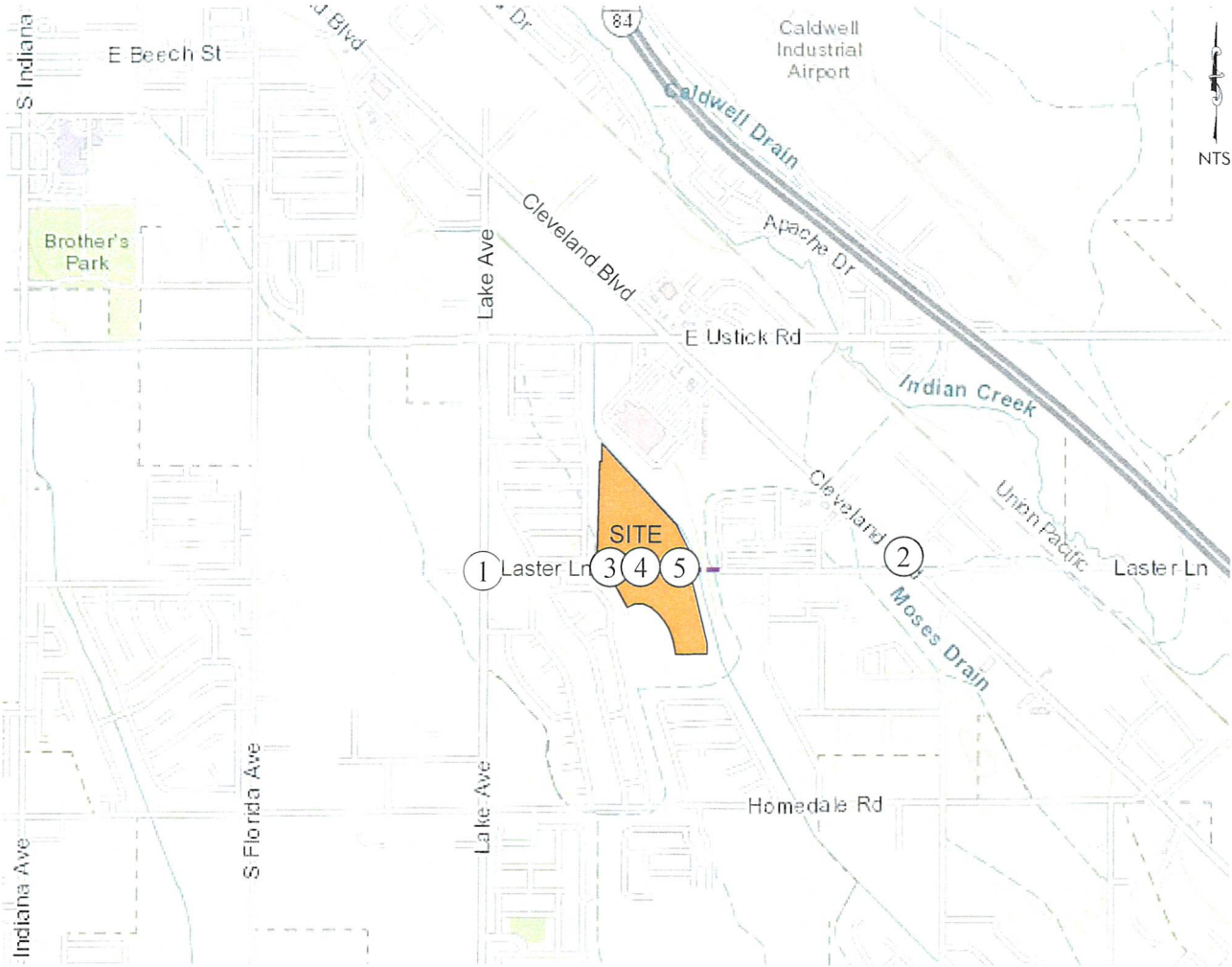


Figure 4.3 – Build-Out Year PM Peak Hour Site Traffic

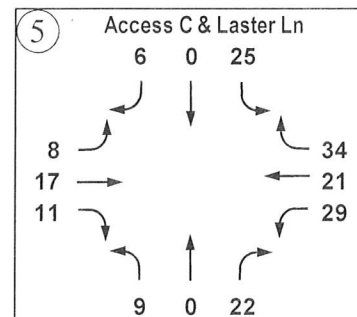
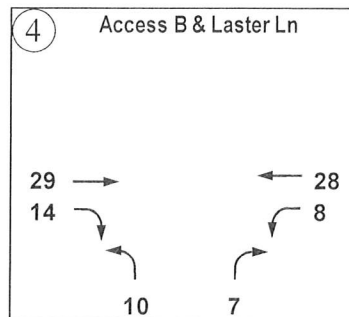
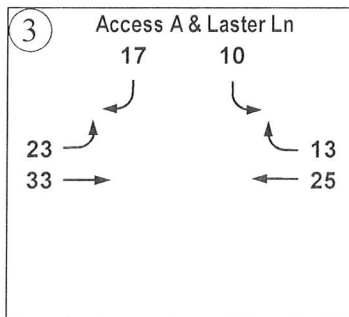
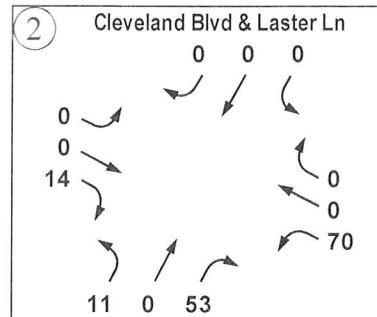
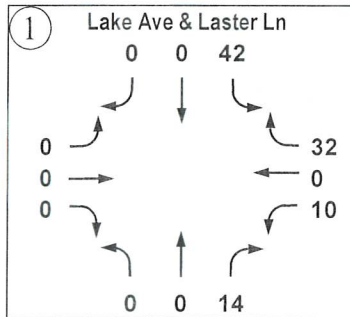
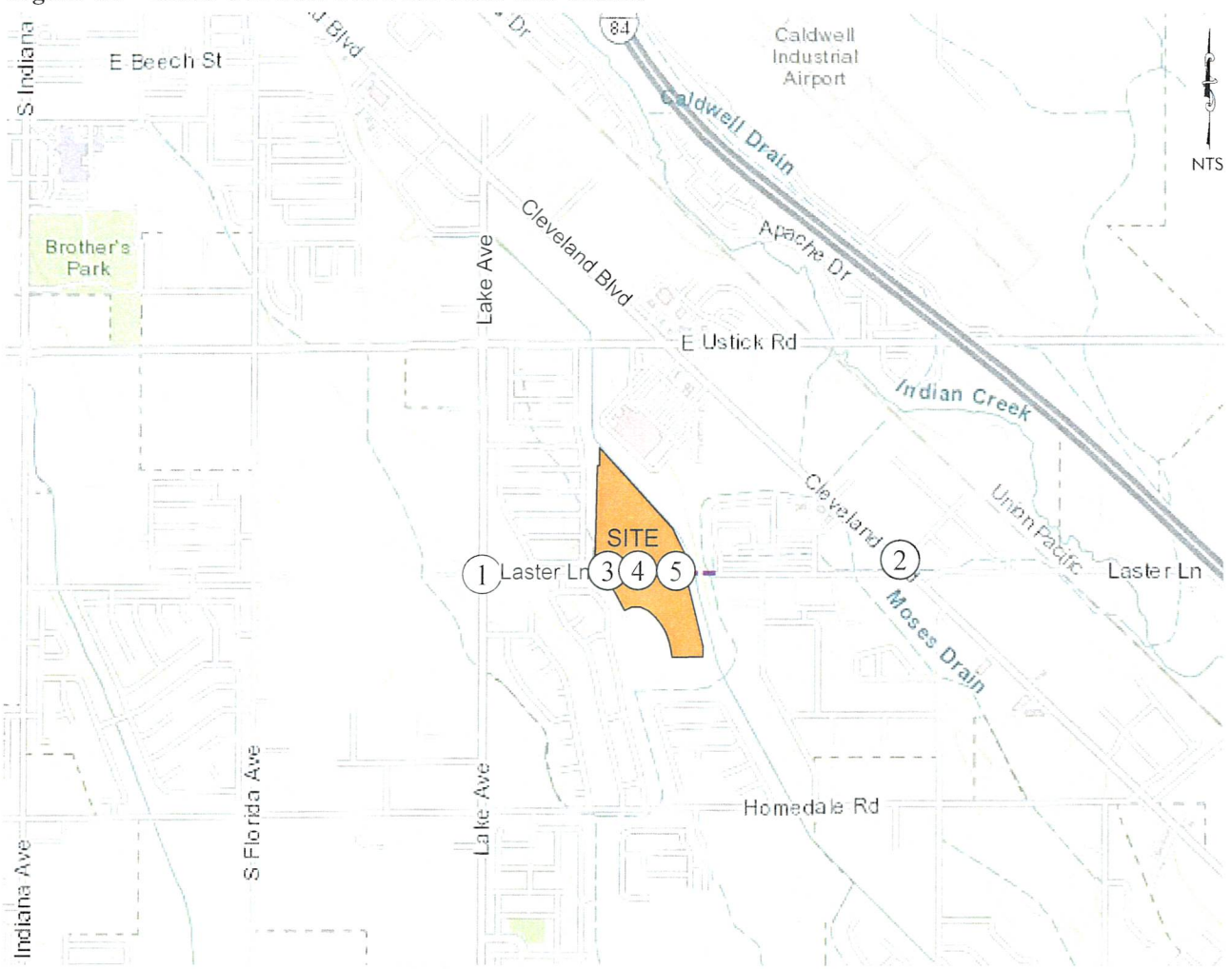


Figure 4.4 – 2026 Build-Out Year AM Peak Hour Total Traffic

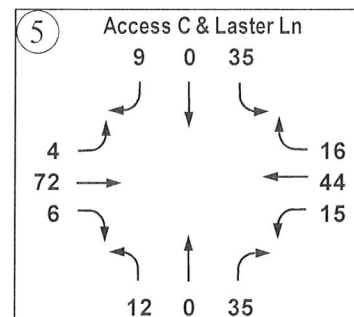
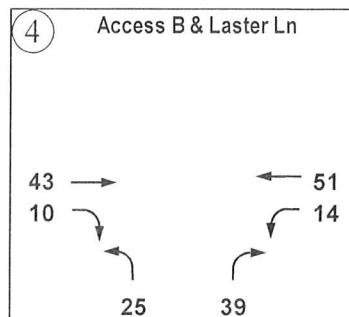
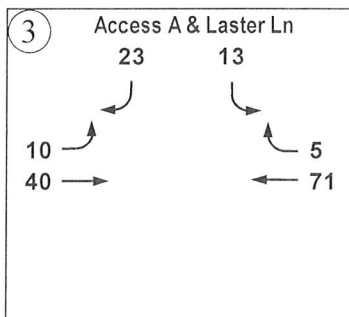
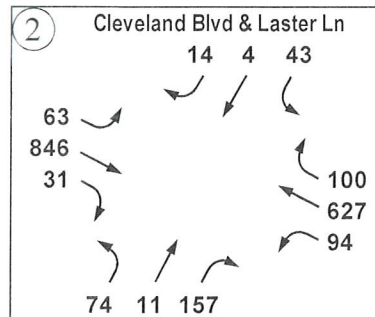
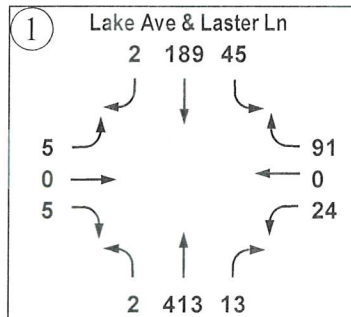
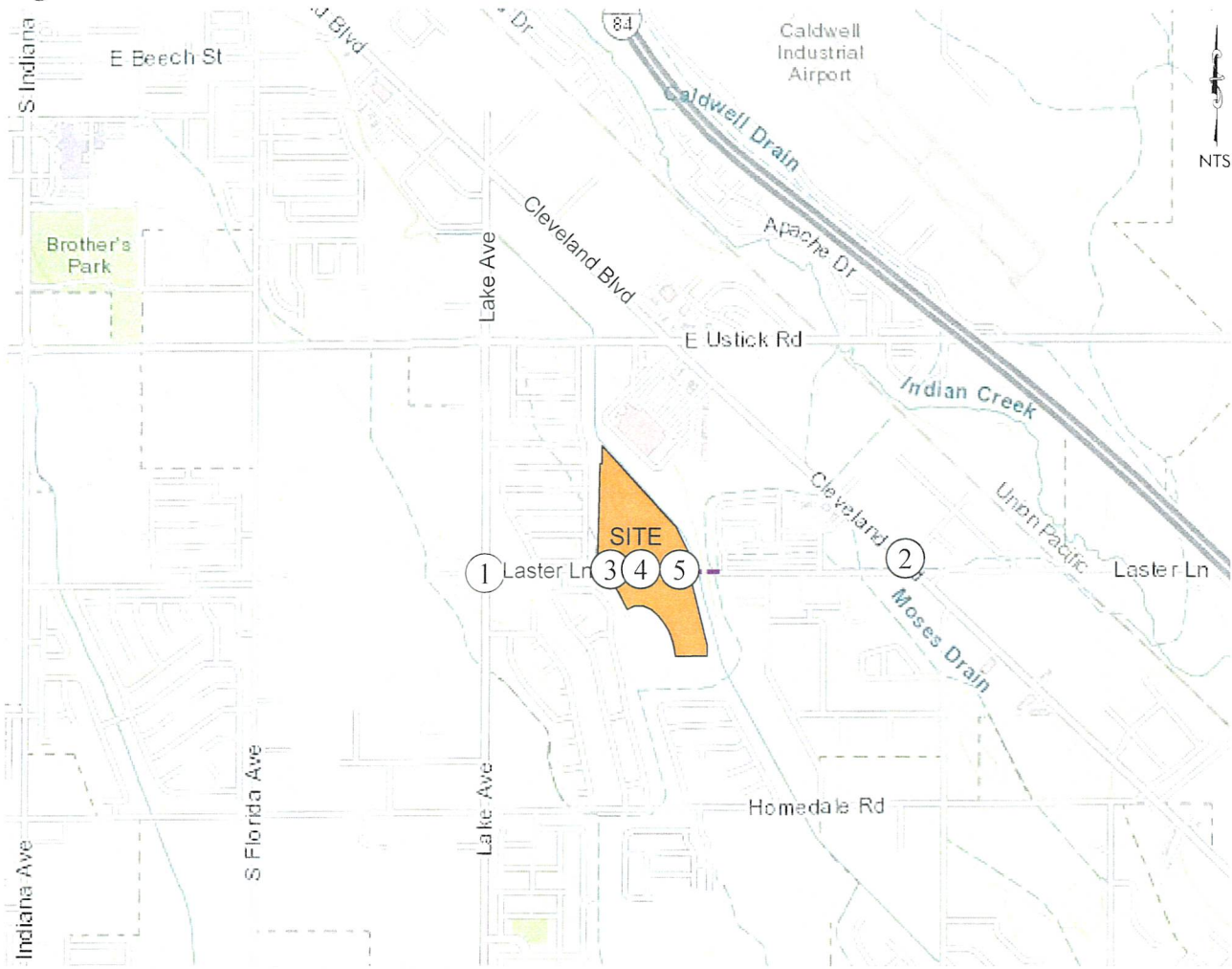
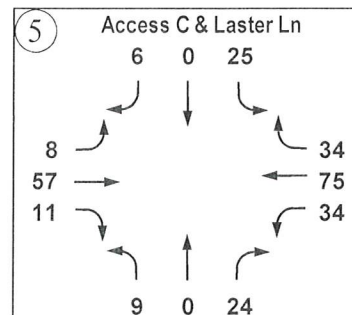
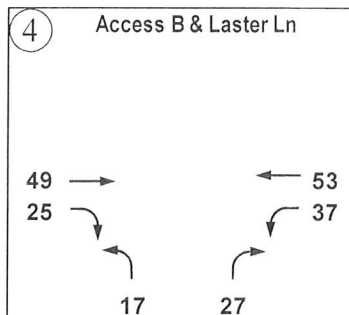
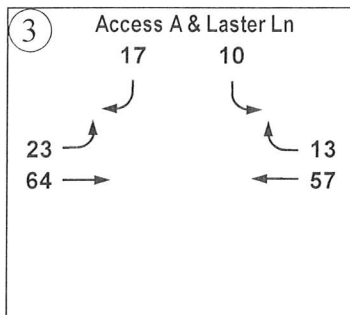
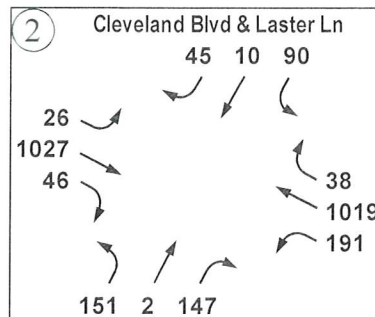
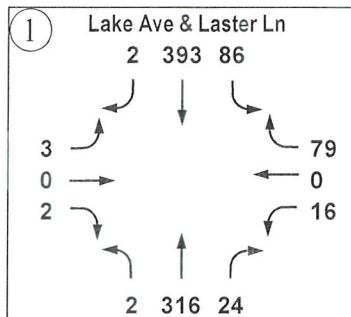
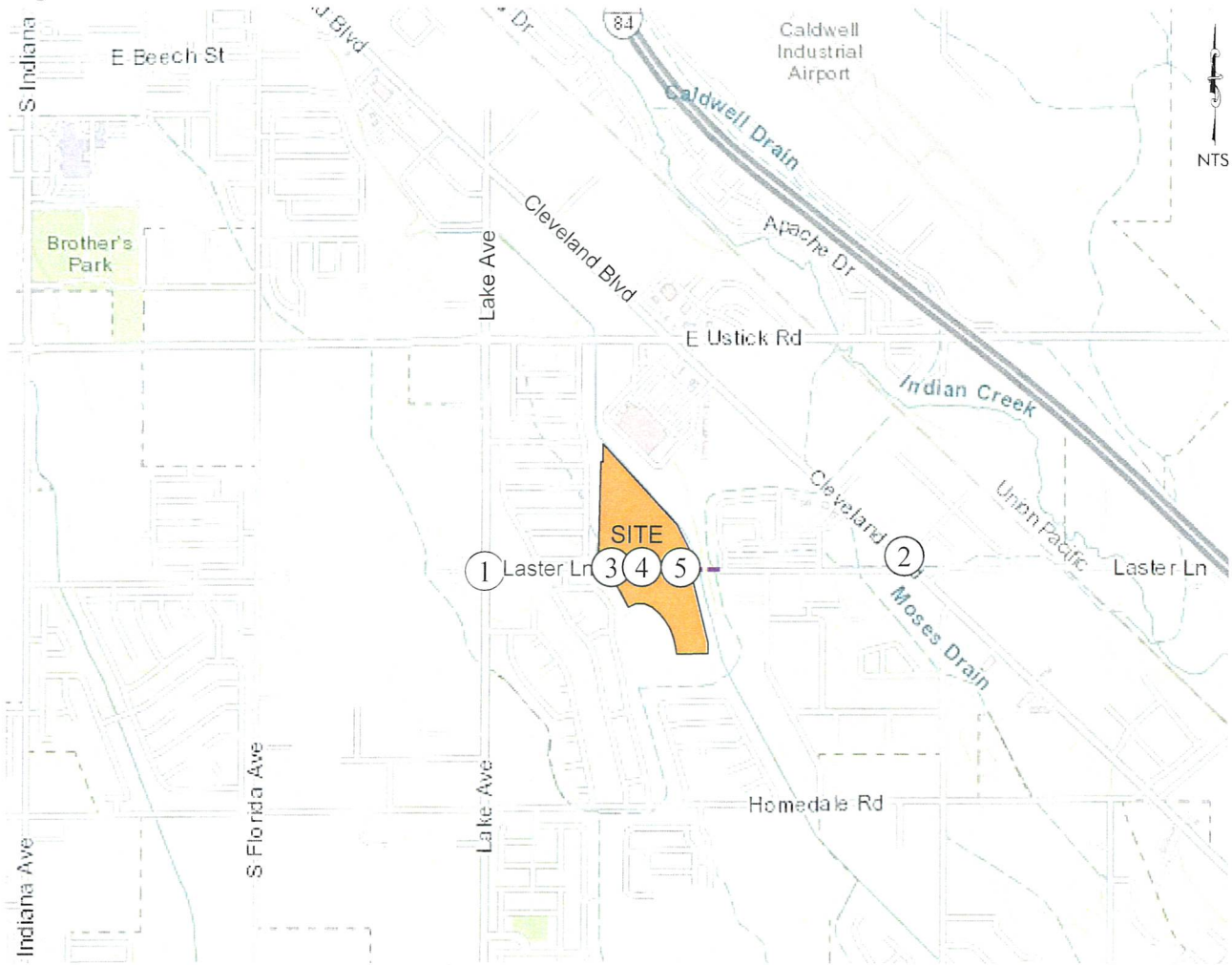


Figure 4.5 – 2026 Build-Out Year PM Peak Hour Total Traffic



### 4.3 Intersection Operations

To determine the 2026 total traffic operations, the study area intersections were analyzed with the existing intersection control or with the turn lane needed under 2026 background traffic conditions. Copies of the calculations are included in the appendix. **Table 4.2** summarizes the intersection capacity analysis results. Based on the analysis results, all study area intersections are expected to meet minimum operational thresholds under 2026 build-out year total traffic conditions with or without the warranted turn lane at the Lake Avenue and Laster Lane intersection.

**Table 4.2 – Intersection Operations – 2026 Build-Out Year Total Traffic**

| Intersection                            | Control / Lane<br>2026 Background<br>Mitigation | Intersection<br>or<br>Lane Group | AM Peak Hour |                  |              | PM Peak Hour |                  |              |
|---|---|----------------------------------|--------------|------------------|--------------|--------------|------------------|--------------|
|   |   |                                  | LOS          | Delay<br>[s/veh] | v/c<br>Ratio | LOS          | Delay<br>[s/veh] | v/c<br>Ratio |
| ①<br>Lake Ave<br>and<br>Laster Ln       |   | EB                               | C            | 19               | 0.05         | C            | 21               | 0.02         |
|   |   | WB                               | C            | 19               | 0.37         | B            | 14               | 0.22         |
|   |   | NB                               | A            | 8                | < 0.01       | A            | 8                | < 0.01       |
|   |   | SB                               | A            | 9                | 0.06         | A            | 8                | 0.08         |
|   |   | EB                               | C            | 19               | 0.05         | C            | 21               | 0.02         |
|   |   | WB                               | C            | 19               | 0.37         | B            | 14               | 0.22         |
|   |   | NB                               | A            | 8                | < 0.01       | A            | 8                | < 0.01       |
|   |   | SBL                              | A            | 9                | 0.06         | A            | 8                | 0.08         |
|   |   | SBTR                             | -            | -                | -            | -            | -                | -            |
|   |   | Intersection                     | B            | 18               | 0.57         | B            | 19               | 0.70         |
| ②<br>Cleveland Blvd<br>and<br>Laster St |   | SEBL                             | B            | 12               | 0.21         | B            | 14               | 0.10         |
|   |   | SEBT                             | B            | 18               | 0.79         | C            | 20               | 0.83         |
|   |   | SEBTR                            | B            | 18               | 0.79         | C            | 20               | 0.83         |
|   |   | NWBL                             | B            | 13               | 0.35         | B            | 15               | 0.61         |
|   |   | NWBT                             | B            | 16               | 0.65         | B            | 16               | 0.69         |
|   |   | NWBTR                            | B            | 16               | 0.65         | B            | 16               | 0.69         |
|   |   | NEBL                             | B            | 20               | 0.20         | C            | 24               | 0.40         |
|   |   | NEBTR                            | C            | 25               | 0.74         | C            | 29               | 0.67         |
|   |   | SWBL                             | C            | 20               | 0.19         | C            | 25               | 0.33         |
|   |   | SWBTR                            | C            | 22               | 0.09         | C            | 29               | 0.33         |

### 4.4 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds. Additionally, no additional turn lanes are warranted under 2026 total traffic conditions based on NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2026 total traffic operations.

### 4.5 Site Access and Circulation

Site access spacing for the City of Caldwell is determined by Article 5’s City Access Policy Standards which states, “The city access control standards for state administered highways referenced in this subsection (2) and other surface streets shall not exceed those adopted by Ada County highway district (ACHD)”. ACHD minimum access spacing requirements for a 35-mph collector street are:

- 330 feet minimum separation for local roads
- 285 feet minimum driveway separation for driveways carrying more than 100 vehicles per day on a 35-mph collector
- 245 feet minimum driveway separation for driveways carrying more than 100 vehicles per day on a 25-mph collector

Figure 4.6 shows the proposed site access locations and internal circulation. Access A is located approximately 440 feet east of Kane Avenue. Access B is located 250 feet east of Access A and 650 feet west of Access C. Access C is located 520 feet west of Ann Marie Street. Based on these separation distances, all proposed site access locations are within the minimum driveway separation requirements on Laster Lane as a 25-mph collector street, but not a 35-mph collector street. A shift of Access A 35 feet west or Access B 35 feet east is needed for the access spacing to meet driveway separation requirements for a 35-mph collector street. As an alternative, the City may approve a variance to the policy should Laster Lane be posted for a 35-mph speed limit through the site.

The proposed site access intersections on Laster Lane were assessed for turn lanes based on NCHRP Report 457 guidelines. Turn lane warrant worksheets are included in the appendix. No turn lanes are anticipated to be warranted under 2026 build-out year total traffic conditions. Table 4.3 summarizes the intersection capacity analysis results at the site access intersections under 2026 total traffic conditions. Based on the analysis results, all site access intersections are expected to meet minimum operational thresholds with one shared lane for all movements on all approaches.

**Table 4.3 – Site Access Intersection Operations – 2026 Build-Out Year Total Traffic**

| Intersection             | Control / Lane Site Improvements | Intersection or Lane Group | AM Peak Hour |               |           | PM Peak Hour |               |           |
|--------------------------|----------------------------------|----------------------------|--------------|---------------|-----------|--------------|---------------|-----------|
|                          |                                  |                            | LOS          | Delay [s/veh] | v/c Ratio | LOS          | Delay [s/veh] | v/c Ratio |
| ③ Access A and Laster Ln |                                  | EB                         | A            | 7             | 0.01      | A            | 7             | 0.01      |
|                          |                                  | WB                         | -            | -             | -         | -            | -             | -         |
|                          |                                  | SB                         | A            | 9             | 0.04      | A            | 9             | 0.03      |
| ④ Access B and Laster Ln |                                  | EB                         | -            | -             | -         | -            | -             | -         |
|                          |                                  | WB                         | A            | 7             | 0.01      | A            | 7             | 0.03      |
|                          |                                  | NB                         | A            | 9             | 0.08      | A            | 9             | 0.06      |
| ⑤ Access C and Laster Ln |                                  | EB                         | A            | 7             | < 0.01    | A            | 8             | 0.01      |
|                          |                                  | WB                         | A            | 7             | 0.01      | A            | 7             | 0.03      |
|                          |                                  | NB                         | A            | 9             | 0.06      | A            | 9             | 0.04      |
|                          |                                  | SB                         | B            | 10            | 0.06      | B            | 11            | 0.05      |



Figure 4.6 – Site Access, Circulation, and ADT



## APPENDIX A: Traffic Counts

## **APPENDIX B: 2016-2020 Crash Data**

## **APPENDIX C: 2022 Synchro Reports**

## APPENDIX D: COMPASS Reports

## **APPENDIX E: 2026 Synchro Reports**

## **APPENDIX F: NCHRP Report 457 Turn Lane Warrant Worksheets**

## Cynthia Brogdon

---

**From:** Angela Lively <alively@cityofcaldwell.org>  
**Sent:** Tuesday, May 31, 2022 4:09 PM  
**To:** Tyler Phelps  
**Cc:** bonnie.layton@nv5.com; Robb MacDonald  
**Subject:** RE: traffic impact study - 4107 Laster North  
**Attachments:** Alante TIS DRAFT-05182022.pdf

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Tyler,

I have reviewed the draft and it looks good to me, please let Chhang know they can proceed with finalizing the TIS.



**ANGELA LIVELY, EIT**  
Associate Engineer

621 Cleveland Blvd. Caldwell, ID 83605  
P: (208) 455-4670 · F: (205) 455-3012  
[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)

**From:** Tyler Phelps <tphelps@pegcompanies.com>  
**Sent:** Tuesday, May 31, 2022 1:33 PM  
**To:** Angela Lively <alively@cityofcaldwell.org>  
**Cc:** bonnie.layton@nv5.com  
**Subject:** RE: traffic impact study - 4107 Laster North

Angela,

I am following up with the city review of our traffic impact study. Planning is requesting it as part of their review of our annexation submittal, and we'd like to turn that around to them as soon as possible.

Best,

**Tyler Phelps**

*Sr Development Manager*

Office: 801.655.1998 | Cell: 949.610.6090

**From:** Tyler Phelps  
**Sent:** Monday, May 23, 2022 7:26 AM  
**To:** Angela Lively <alively@cityofcaldwell.org>  
**Subject:** RE: traffic impact study - 4107 Laster North



Angela,

Attached is the DRAFT TIS for the City's review. We are submitting planning applications tomorrow, but we'll continue to work with your team to tidy this up prior to our anticipated hearing date late next month.

Best,

**Tyler Phelps**

*Sr Development Manager*

Office: 801.655.1998 | Cell: 949.610.6090

**From:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>

**Sent:** Thursday, March 24, 2022 3:33 PM

**To:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>

**Subject:** RE: traffic impact study - 4107 Laster North

Tyler,

The City has reviewed the scope and it looks like it will cover all of the aspects we are interested in having analyzed. Once they have a draft, if you could send that over so we can provide comments that will be great. Thanks!



**ANGELA LIVELY, EIT**

Associate Engineer

621 Cleveland Blvd. Caldwell, ID 83605

P: (208) 455-4670 · F: (205) 455-3012

[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)

**From:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>

**Sent:** Thursday, March 24, 2022 9:13 AM

**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>

**Subject:** RE: traffic impact study - 4107 Laster North

**Importance:** High

Angela,

I am following up to see if the scope of work I sent you for TIS is acceptable. Please respond asap.

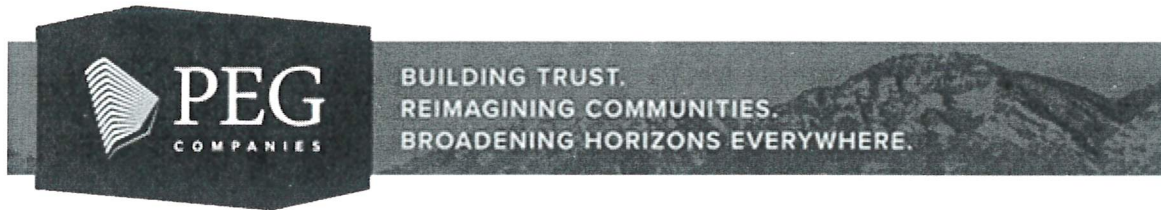
Thank you!

**Tyler Phelps**

*Sr Development Manager*

Office: 801.655.1998 | Cell: 949.610.6090

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**From:** Tyler Phelps  
**Sent:** Tuesday, March 15, 2022 3:23 PM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Angela,  
Attached is a scope of work from CR Engineering. Please let me know if the scope of work is adequate and acceptable to the city. I am hoping to engage C&R this week.

Best,  
**Tyler Phelps**  
*Sr Development Manager*  
Office: 801.655.1998 | Cell: 949.610.6090  
[PEG Companies](http://pegcompanies.com)



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**From:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Sent:** Wednesday, March 9, 2022 10:10 AM  
**To:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Tyler,

I have been informed that the attached conceptual pre-plat drawing appears to meet the minimum requirements to proceed with obtaining your TIS for this development, this is your Notice to Proceed. Your next step is to solicit a proposal from one of the consultants on our approved consultants list. Once they get that proposal back to you the City will review it and make sure it includes all of the intersections and such we would want to have evaluated through the TIS. We are shooting for a few day turnaround once we receive the proposal for review.

After that you will take on the contract and financial requirements, getting the draft over to the City once it has been completed. We will review it and provide any necessary comments. You will then provide these comments to the consultant so they can update the TIS and finalize it. The City will need a copy of the final draft for our records, then the

TIS process will be completed. Please let me know if you have any questions or need anything from me in the meantime, thanks!



**ANGELA LIVELY, EIT**  
Associate Engineer

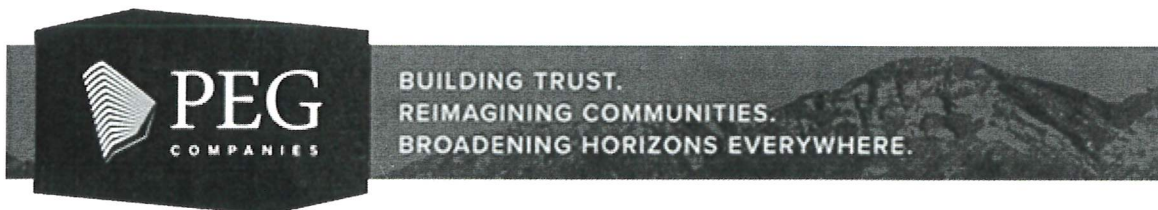
621 Cleveland Blvd. Caldwell, ID 83605  
P: (208) 455-4670 · F: (205) 455-3012  
[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)

**From:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Sent:** Wednesday, March 9, 2022 9:53 AM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North  
**Importance:** High

Angela,  
It's been 2 weeks since my request for the notice to proceed on the traffic study. This is a critical path item on our development timeline. Please let me know when we anticipate feedback from TJ on this one.

Thanks!

**Tyler Phelps**  
Sr Development Manager  
Office: 801.655.1998 | Cell: 949.610.6090  
[PEG Companies](http://pegcompanies.com)



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**From:** Tyler Phelps  
**Sent:** Thursday, March 3, 2022 12:54 PM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Thank you!

**Tyler Phelps**

Sr Development Manager

Office: 801.655.1998 | Cell: 949.610.6090

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**From:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Sent:** Thursday, March 3, 2022 11:16 AM  
**To:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Tyler,

I apologize for the delay, I am following up to see if we can get this information back to you ASAP.



ANGELA LIVELY, EIT  
Associate Engineer

621 Cleveland Blvd. Caldwell, ID 83605  
P: (208) 455-4670 · F: (205) 455-3012  
[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)

**From:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Sent:** Wednesday, March 2, 2022 9:55 AM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Angela,

I am following up on TJ's review of our site plan so we can get our traffic study ordered. Can you please give me an idea of when we would anticipate that back?

**Tyler Phelps**

Sr Development Manager

Office: 801.655.1998 | Cell: 949.610.6090

Alb



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**From:** Tyler Phelps  
**Sent:** Friday, February 25, 2022 1:36 PM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Thanks again,  
I will wait until I hear back regarding the initial review of the site plan.

Best,  
**Tyler Phelps**  
*Sr Development Manager*  
Office: 801.655.1998 | Cell: 949.610.6090  
[PEG Companies](http://pegcompanies.com)



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**From:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Sent:** Wednesday, February 23, 2022 5:06 PM  
**To:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>; Robb MacDonald <[rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org)>  
**Subject:** RE: traffic impact study - 4107 Laster North

Tyler,

The City has adopted a new method for Traffic Impact Studies (TIS), please see attached for the procedures. Generally speaking, you will be contracting directly with the consultant, but the City will still require some review and approval.

We will still need to review the site plan for compliance review, which I will be sending over to TJ Frans, prior to contacting a TIS consultant. Once you have received a Notice to Proceed you will contact one of the approved consultants on the provided list and solicit a TIS proposal.

The City will then need to review the proposal prior to you signing the contract with the consultant, so we can confirm the correct items will be evaluated. We will also provide comments on the draft prior to finalization. Lastly, we will need a copy of the finalized TIS report for our records. Please let me know if you have any questions, thanks!



**ANGELA LIVELY, EIT**  
Associate Engineer

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P: (208) 455-4670 • F: (205) 455-3012  
[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)

**From:** Tyler Phelps <[tphelps@pegcompanies.com](mailto:tphelps@pegcompanies.com)>  
**Sent:** Tuesday, February 22, 2022 4:34 PM  
**To:** Angela Lively <[alively@cityofcaldwell.org](mailto:alively@cityofcaldwell.org)>  
**Cc:** Jeremy Endicott <[jendicott@pegcompanies.com](mailto:jendicott@pegcompanies.com)>  
**Subject:** traffic impact study - 4107 Laster North

Angela,

As discussed, I would like to get a team engaged to complete a traffic impact study for our proposed 40 acre development. The site in question is 4107 Laster Ln and we are proposing to have it annexed into the city under r-3 zoning. Attached is the preliminary site plan.

Please send me the list of approved vendors, and shoot this over to TJ for review and comments.

Also, as a follow-up to our conversation, can we request proposals from multiple vendors on the list you provide?

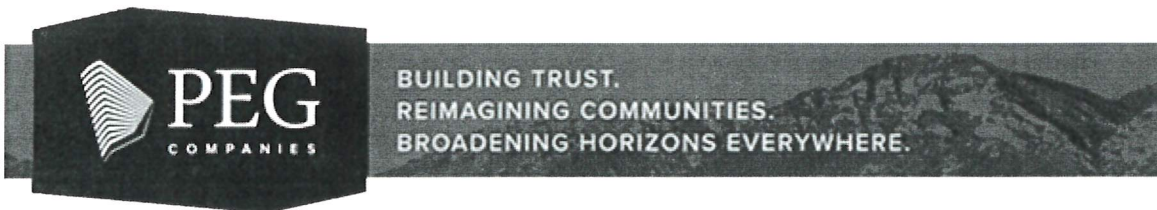
Thank you!

**Tyler Phelps**

*Sr Development Manager*

Office: 801.655.1998 | Cell: 949.610.6090

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